

APPENDIX F

Sacramento Commons Climate Change Documentation

A white van is parked in a city lot. The background shows a cityscape with a prominent building featuring a dome and a spire. The van's side window reflects the surrounding buildings. The text is overlaid on the van's side panel.

**2030
GENERAL PLAN:
ADDRESSING
CLIMATE CHANGE**

A P P E N D I X

B

The goals and policies that address climate change through greenhouse gas emission reduction, open space and agricultural land preservation, energy efficiency, urban heat island effect minimization, waste management and recycling, water management and supply, and responses to expected effects are integrated within the various elements of the 2030 General Plan and are compiled in Table B-1. When applicable, by policy, the associated implementation program(s) are included.

Table B-1 General Plan Goals, Policies, and Implementation Programs That Address Climate Change	
<i>Goals and Policies</i>	<i>Implementation Programs</i>
Land Use and Urban Design (LU) Element	
Policy LU 1.1.1 Regional Leadership	—
Policy LU 1.1.4 Leading Infill Growth	Table 4-2 #2 Prepare a comprehensive update of the Infill Strategy. Table 4-2 #3 Submit an annual report that evaluates the Infill Strategy. Table 4-2 #4 Review and update the Infill Strategy. Table 4-2 #5 Work with SHRA regarding opportunity areas.
Policy LU 1.1.5 Infill Development	Table 4-2 #2 Prepare a comprehensive update of the Infill Strategy. Table 4-2 #3 Submit an annual report that evaluates the Infill Strategy. Table 4-2 #4 Review and update the Infill Strategy. Table 4-2 #5 Work with SHRA regarding opportunity areas.
Policy LU 1.1.9 Balancing Infill and New Growth	—
GOAL LU 1.2 Sustainable Sacramento Strategy	—
Policy LU 1.2.1 Regional Coordination	—
Policy LU 1.2.2 Sustainable Sacramento Strategy	Table 4-2 # 8 Prepare guidelines regarding CEQA streamlining.
Policy LU 1.2.3 Streamlined Development	—
Policy LU 2.1.2 Protect Established Neighborhoods	—
Policy LU 2.1.3 Complete and Well-Structured Neighborhoods	—
Policy LU 2.1.5 Neighborhood Centers	—
Policy LU 2.1.6 Neighborhood Enhancement	—
GOAL LU 2.3 City of Trees and Open Spaces	—
Policy LU 2.3.1 Multi-functional Green Infrastructure	—
Policy LU 2.4.2 Responsiveness to Context	—
GOAL LU 2.5 City Connected and Accessible	—

TABLE B-1 2030 GENERAL PLAN: ADDRESSING CLIMATE CHANGE

Table B-1 General Plan Goals, Policies, and Implementation Programs That Address Climate Change		
<i>Goals and Policies</i>		<i>Implementation Programs</i>
Policy LU 2.5.1	Connected Neighborhoods, Corridors, and Centers	—
Policy LU 2.5.2	Overcoming Barriers to Accessibility	—
GOAL LU 2.6	City Sustained and Renewed	—
Policy LU 2.6.1	Sustainable Development Patterns	<p>Table 4-2 #9 Develop and implement a green neighborhood design checklist.</p> <p>Table 4-2 #10 Develop and implement a program to promote sustainable development.</p>
Policy LU 2.6.2	Redevelopment and Revitalization Strategies	<p>Table 4-2 #12 Work with SHRA to prepare midterm implementation plans status reports.</p> <p>Table 4-2 #13 Work with SHRA to review and update the Consolidated Plan.</p> <p>Table 4-2 #14 Work with SHRA to prepare and submit an annual report of the Consolidated Plan.</p> <p>Table 4-2 #24 Work with Sac State to establish a committee to plan development around the campus.</p>
Policy LU 2.6.3	Sustainable Building Practices	<p>Table 4-2 #9 Develop and implement a green neighborhood design checklist.</p> <p>Table 4-2 #11 Develop, adopt, and maintain a green building rating program and ordinance.</p>
Policy LU 2.6.4	Existing Structure Reuse	—
Policy LU 2.6.5	Green Building Retrofit	<p>Table 4-2 #16 Amend the Sacramento Code to establish additional standards to minimize the heat island effect.</p> <p>Table 4-7 #14 Review, update, and enforce RECO Ordinance.</p>
Policy LU 2.6.6	Heat Island Effect	Table 4-2 #16 Amend the Sacramento Code to establish additional standards to minimize the heat island effect.
Policy LU 2.7.6	Walkable Blocks	—
Policy LU 2.7.7	Buildings that Engage the Street	—
Policy LU 2.8.1	Equitable Distribution of Uses and Amenities	<p>Table 4-2 #12 Work with SHRA to prepare midterm implementation plans status reports.</p> <p>Table 4-2 #13 Work with SHRA to review and update the Consolidated Plan.</p> <p>Table 4-2 #14 Work with SHRA to prepare and submit an annual report of the Consolidated Plan.</p>
Policy LU 2.8.5	Jobs Housing Balance	—
Policy LU 4.1.1	Mixed-Use Neighborhoods	—
Policy LU 4.1.2	Neighborhood Amenities	—
Policy LU 4.1.3	Walkable Neighborhoods	—
Policy LU 4.1.5	Connecting Key Destinations	—

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<i>Goals and Policies</i>		<i>Implementation Programs</i>
Policy LU 4.1.7	Connections to Open Space	—
Policy LU 4.1.8	Neighborhood Street Trees	—
Policy LU 4.1.10	Balanced Neighborhoods	—
GOAL LU 4.2	Suburban Neighborhoods	—
Policy LU 4.2.1	Enhanced Walking and Biking	—
Policy LU 4.2.2	Enhanced Urban Forest	—
Policy LU 4.2.3	Suburban Infill and Secondary Units	—
Policy LU 4.3.2	Replacement of Non-Conforming Densities in Traditional Neighborhoods Densities	—
Policy LU 4.3.3	Alley Activation Density Bonus in Traditional Neighborhood Medium Density	—
Policy LU 4.3.4	Corner Duplexes and Halfplexes in Traditional Neighborhood Medium Density	—
Policy LU 4.3.5	Density Regulations for Mixed Density Development Projects	—
Policy LU 4.3.6	Exceeding Floor Area Ratio	—
GOAL LU 4.4	Urban Neighborhoods	—
Policy LU 4.4.6	Mix of Uses	—
GOAL LU 4.5	New Neighborhoods	—
Policy LU 4.5.1	New Growth Neighborhoods	—
Policy LU 4.5.2	Compact Neighborhoods	—
Policy LU 4.5.3	Green Neighborhoods	Table 4-2 #9 Develop and implement a green neighborhood design checklist.
Policy LU 4.5.4	New Neighborhood Core	—
Policy LU 4.5.5	Traditional Grid	—
Policy LU 4.5.6	Connections to Transit	—
GOAL LU 5.1	Centers	—
Policy LU 5.1.1	Diverse Centers	Table 4-2 #25 Work with Cal Expo to plan future development.
Policy LU 5.1.2	Centers Served by Transit	—
Policy LU 5.1.5	Vertical and Horizontal Mixed Use	—
Policy LU 5.2.1	Suburban Centers and Destinations	—
Policy LU 5.2.2	Enhanced Design Character	—

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Table B-1 General Plan Goals, Policies, and Implementation Programs That Address Climate Change		
<i>Goals and Policies</i>		<i>Implementation Programs</i>
Policy LU 5.2.3	Public Space	—
GOAL LU 5.3	Traditional Centers	—
Policy LU 5.3.1	Development Standards	—
Policy LU 5.4.1	Incorporating Housing and Employment Uses	—
Policy LU 5.4.2	Enhanced Design Character	—
Policy LU 5.4.3	Neighborhood Centers and Destinations	—
GOAL LU 5.5	Urban Centers	—
Policy LU 5.5.1	Urban Centers	—
Policy LU 5.5.2	Transit-Oriented Development	—
GOAL LU 6.1	Corridors	—
Policy LU 6.1.1	Mixed-Use Corridors	—
Policy LU 6.1.2	Transformed Corridors	—
Policy LU 6.1.3	Redeveloping Automobile-Oriented Corridors	Table 4-2 #2 Prepare a comprehensive update of the Infill Strategy.
Policy LU 6.1.5	Corridor Uses	—
Policy LU 6.1.6	Higher Intensity Nodes	—
Policy LU 6.1.7	Conversion to Residential	Table 4-2 #23 Prepare and adopt guidelines for the conversion of nonresidential uses to residential uses.
Policy LU 6.1.8	Sidewalks and Pedestrian Amenities	—
Policy LU 6.1.9	Shared Parking, Driveways, and Alley Access	—
Policy LU 6.1.10	Corridor Transit	—
Policy LU 6.1.11	Enhanced Pedestrian Environment	—
Policy LU 6.1.12	Visual and Physical Character	—
Policy LU 7.1.2	Housing in Employment Centers	—
Policy LU 7.1.3	Accessory Support Uses	—
Policy LU 7.1.4	Urban Design	—
Policy LU 7.1.5	Transitions to Urban Development	—
Policy LU 8.1.5	LEED Standard for City-Owned Buildings	—
Policy LU 8.2.7	Farmers/Public Markets	—
Policy LU 9.1.1	Open Space Preservation	—
Policy LU 9.1.4	Open Space Buffers	—

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GOAL LU 10.1	Growth and Change beyond the Policy Area	—
Policy LU 10.1.3	Regional and Community Benefits	—
Historic and Cultural Resources (HCR) Element		
Policy HCR 2.1.13	Adaptive Reuse	Table 4-3 #13 Evaluate the potential for building and zoning code amendments facilitating adaptive reuse of historic resources.
Economic Development (ED) Element		
Policy ED 1.1.7	Sustainable Businesses	—
Policy ED 3.1.1	Land Supply Inventory	Table 4-4 #6 Expand and market the “Shovel Ready Program” citywide. Create a certification process for “shovel ready” sites.
Policy ED 3.1.5	Businesses Working on Cutting Edge Technology	Table 4-4 #9 Work with SACTO and other local economic development organizations to develop an “economic intelligence” database. Table 4-4 #10 Conduct a study to identify cutting edge technology businesses (e.g., green technology and research and development).
Policy ED 3.1.7	Infrastructure and Public Facilities	Table 4-4 #6 Expand and market the “Shovel Ready Program” citywide. Create a certification process for “shovel ready” sites.
Policy ED 3.1.8	Infrastructure Investments	Table 4-4 #6 Expand and market the “Shovel Ready Program” citywide. Create a certification process for “shovel ready” sites.
Mobility (M) Element		
Policy M 1.1.1	Right-of-Ways	—
Policy M 1.1.2	Travel System	Table 4-6 #3 Prepare and adopt a methodology to measure neighborhood level of service.
Policy M 1.2.1	Multimodal Choices	Table 4-6 #1 Prepare and adopt multi-modal design standards.
Policy M 1.2.2	LOS Standard	Table 4-6 #1 Prepare and adopt multi-modal design standards. Table 4-6 #2 Update Traffic Impact Analysis guidelines. Table 4-6 #3 Prepare and adopt a methodology to measure neighborhood level of service. Table 4-6 #4 Prepare and adopt a level of service methodology that defines the process for determining which nonvehicular transportation and transit improvements will be implemented. Table 4-6 #5 Prepare and adopt multi-modal LOS standards.
Policy M 1.2.3	Multimodal Access	Table 4-6 #1 Prepare and adopt multi-modal design standards. Table 4-6 #6 Expand existing wayfinding programs and improve wayfinding signage.
GOAL M 1.3	Barrier Removal	—
Policy M 1.3.1	Grid Network	Table 4-6 #7 Prepare and adopt connectivity standards. Table 4-6 #8 Develop prioritization guidelines for removal of pedestrian barriers to accessibility.

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<i>Goals and Policies</i>	<i>Implementation Programs</i>
Policy M 1.3.2 Private Complete Streets	Table 4-6 #7 Prepare and adopt connectivity standards. Table 4-6 #8 Develop prioritization guidelines for removal of pedestrian barriers to accessibility.
Policy M 1.3.3 Eliminate Gaps	Table 4-6 #7 Prepare and adopt connectivity standards. Table 4-6 #8 Develop prioritization guidelines for removal of pedestrian barriers to accessibility. Table 4-6 #9 Conduct a study to identify major barriers to connectivity and appropriate means and locations for overcoming those barriers.
Policy M 1.3.5 Connections to Transit Stations	Table 4-6 #7 Prepare and adopt connectivity standards. Table 4-6 #8 Develop prioritization guidelines for removal of pedestrian barriers to accessibility. Table 4-6 #9 Conduct a study to identify major barriers to connectivity and appropriate means and locations for overcoming those barriers. Table 4-6 #10 Develop and adopt multi-modal circulation plans for all light rail and bus transfer station areas.
GOAL M 1.4 Transportation Demand Management	—
Policy M 1.4.1 Increase Vehicle Occupancy	Table 4-6 #11 Update and enhance Transportation System Management program.
Policy M 1.4.2 Automobile Commute Trip Reduction	Table 4-6 #11 Update and enhance Transportation System Management program.
Policy M 1.4.3 Transportation Management Associations	Table 4-6 #11 Update and enhance Transportation System Management program.
Policy M 1.4.4 Off-Peak Deliveries	Table 4-6 #11 Update and enhance Transportation System Management program.
Policy M 1.5.1 Facilities for Emerging Technologies	—
Policy M 1.5.3 Public-Private Transportation Partnerships	Table 4-6 #12 Conduct a study to identify economic incentives for private transportation partners.
Policy M 1.5.4 High Emission Vehicle Buy-back	—
Policy M 1.5.5 Neighborhood Electric Vehicles	Table 4-6 #13 Conduct a study to identify appropriate routes and roadway markings/signage.
GOAL M 2.1 Integrated Pedestrian System	—
Policy M 2.1.1 Pedestrian Master Plan	Table 4-6 #14 Review and update Pedestrian Master Plan. Table 4-6 #15 Submit a bi-annual report that evaluates implementation of Pedestrian Master Plan.
Policy M 2.1.2 Sidewalk Design	Table 4-6 #14 Review and update Pedestrian Master Plan.

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<i>Goals and Policies</i>		<i>Implementation Programs</i>
Policy M 2.1.3	Streetscape Design	Table 4-6 #14 Review and update Pedestrian Master Plan.
Policy M 2.1.4	Cohesive Network	Table 4-6 #15 Submit a bi-annual report that evaluates implementation of Pedestrian Master Plan.
Policy M 2.1.5	Continuous Network	Table 4-6 #7 Prepare and adopt connectivity standards. Table 4-6 #8 Develop prioritization guidelines for removal of pedestrian barriers to accessibility. Table 4-6 #9 Conduct a study to identify major barriers to connectivity and appropriate means and locations for overcoming those barriers. Table 4-6 #10 Develop and adopt multi-modal circulation plans for all light rail and bus transfer station areas.
Policy M 2.1.6	Building Design	—
Policy M 2.1.7	Parking Facility Design	—
Policy M 2.1.8	Housing and Destination Connections	Table 4-6 #14 Review and update Pedestrian Master Plan.
Policy M 2.1.9	Pedestrian Awareness Education	Table 4-6 #16 Work with walking advocates.
Policy M 2.1.10	Safe Pedestrian Crossings	Table 4-6 #15 Submit a bi-annual report that evaluates implementation of Pedestrian Master Plan.
Policy M 2.1.11	Speed Management Policies	Table 4-6 #1 Prepare and adopt multi-modal design standards. Table 4-6 #17 Submit reports that summarize traffic collision data.
Policy M 2.1.12	Safe Sidewalks	Table 4-6 #14 Review and update Pedestrian Master Plan. Table 4-6 #18 Review and update Bikeway Master Plan. Table 4-6 #19 Submit a bi-annual report that evaluates implementation of Bikeway Master Plan.
GOAL M 3.1	Safe, Comprehensive, and Integrated Transit System	—
Policy M 3.1.1	Transit for All	Table 4-6 #20 Conduct a study to identify gaps in transit service and strategies to fill them.
Policy M 3.1.2	Maintain Services	—
Policy M 3.1.3	Variety of Transit Types	—
Policy M 3.1.4	Reduced Transit Fares	—
Policy M 3.1.5	Unified Traveler Information System	Table 4-6 #10 Develop and adopt multi-modal circulation plans for all light rail and bus transfer station areas. Table 4-6 #21 Conduct a study to identify other options for informing transit riders of the availability and timing of public transit.
Policy M 3.1.6	Safe System	—
Policy M 3.1.7	Transit Amenities	—

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Policy M 3.1.8	Transit Service	—
Policy M 3.1.9	Demand-Responsive Service	—
Policy M 3.1.10	New Facilities	—
Policy M 3.1.11	Right-of-Way Preservation	—
Policy M 3.1.12	Direct Access to Stations	—
Policy M 3.1.13	Light Rail Extensions and Enhancements	—
Policy M 3.1.14	Streetcar Facilities	—
Policy M 3.1.15	Dedicated Bus Facilities	—
Policy M 3.1.16	Developer Contributions	—
Policy M 3.1.17	Transit Extension Studies	—
Policy M 3.2.1	Passenger Rail Service	—
Policy M 3.2.2	Sacramento Intermodal Transportation Facility	—
Policy M 3.2.3	Transcontinental Passenger Rail Service	—
Policy M 3.2.4	Capitol Corridor	—
Policy M 3.2.5	High Speed Rail Service	—
Policy M 3.3.1	Inter-City Bus Service	Table 4-6 #12 Conduct a study to identify economic incentives for private transportation partners.
Policy M 3.3.2	Taxi Service	Table 4-6 #12 Conduct a study to identify economic incentives for private transportation partners.
Policy M 3.3.3	Private Water Transportation Services	Table 4-6 #12 Conduct a study to identify economic incentives for private transportation partners.
GOAL M 4.1	Roadway System	—
Policy M 4.1.6	Roundabouts	—
GOAL M 4.2	Complete Streets	—
Policy M 4.2.1	Adequate Rights-of-Way	Table 4-6 #1 Prepare and adopt multi-modal design standards.
Policy M 4.2.2	Pedestrian and Bicycle-Friendly Streets	Table 4-6 #14 Review and update Pedestrian Master Plan.
		Table 4-6 #15 Submit a biannual report that evaluates implementation of Pedestrian Master Plan.
Policy M 4.2.3	Adequate Street Tree Canopy	Table 4-6 #1 Prepare and adopt multi-modal design standards.

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<i>Goals and Policies</i>	<i>Implementation Programs</i>
Policy M 4.2.4 Pedestrian and Bicycle Facilities on Bridges	<p>Table 4-6 #1 Prepare and adopt multi-modal design standards.</p> <p>Table 4-6 #7 Prepare and adopt connectivity standards.</p> <p>Table 4-6 #8 Develop prioritization guidelines for removal of pedestrian barriers to accessibility.</p> <p>Table 4-6 #9 Conduct a study to identify major barriers to connectivity and appropriate means and locations for overcoming those barriers.</p> <p>Table 4-6 #23 Conduct a study to analyze bike and pedestrian facilities on existing bridges.</p>
Policy M 4.2.5 Multi-Modal Corridors	Table 4-6 #24 Conduct a study of the existing street network to identify streets that can be more complete.
Policy M 4.2.6 Identify Gaps in Complete Streets	Table 4-6 #24 Conduct a study of the existing street network to identify streets that can be more complete.
GOAL M 5.1 Integrated Bicycle System	—
Policy M 5.1.1 Bikeway Master Plan	<p>Table 4-6 #18 Review and update Bikeway Master Plan.</p> <p>Table 4-6 #19 Submit a bi-annual report that evaluates implementation of Bikeway Master Plan.</p>
Policy M 5.1.2 Appropriate Bikeway Facilities	<p>Table 4-6 #1 Prepare and adopt multi-modal design standards.</p> <p>Table 4-6 #18 Review and update Bikeway Master Plan.</p>
Policy M 5.1.4 Motorists, Bicyclists, and Pedestrian Conflicts	Table 4-6 #17 Submit reports that summarize traffic collision data.
Policy M 5.1.6 Connections between New Development and Bicycle Facilities	Table 4-6 #1 Prepare and adopt multi-modal design standards.
Policy M 5.1.7 Class II Bike Lane Requirements	—
Policy M 5.1.8 Connections Between New Development and Bikeways	Table 4-6 #26 Conduct a study to identify underused rights-of-way to convert to bikeways and/or pedestrianways.
Policy M 5.1.9 Conversion of Underused Facilities	—
Policy M 5.1.10 Bike Safety for Children	<p>Table 4-6 #1 Prepare and adopt multi-modal design standards.</p> <p>Table 4-6 #27 Develop and adopt an ordinance for bicycle support facilities.</p>
Policy M 5.1.11 Bike Facilities in New Developments	—
Policy M 5.1.12 Bicycle Parking at Transit Facilities	—
Policy M 5.1.14 Encourage Bicycle Use	—
GOAL M 6.1 Managed Parking	—

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<i>Goals and Policies</i>	<i>Implementation Programs</i>
Policy M 6.1.1 Appropriate Parking	Table 4-6 #28 Conduct a study of current parking requirements in the Central City and urban centers.
Policy M 6.1.2 Reduce Minimum Parking Standards	Table 4-6 #28 Conduct a study of current parking requirements in the Central City and urban centers.
Policy M 6.1.4 Reduction of Parking Areas	Table 4-6 #28 Conduct a study of current parking requirements in the Central City and urban centers.
Policy M 6.1.5 Maximize On-Street Parking Turnover	—
Policy M 6.1.7 Disincentives for Single-Occupant Vehicle Trips	—
Policy M 6.1.8 Separate Parking Costs	—
GOAL M 9.1 Transportation Funding	—
Policy M 9.1.1 New Development Fees	Table 4-6 #32 Prepare and adopt a citywide transportation development impact fee program.
Policy M 9.1.2 New Funding for Facility Maintenance	Table 4-6 #32 Prepare and adopt a citywide transportation development impact fee program.
Policy M 9.1.3 Dedicated Funding Sources	—
Utilities (U) Element	
Policy U 1.1.3 Sustainable Facilities and Services	Table 4-7 #2 Develop an asset management program for the maintenance of infrastructure facilities.
Policy U 1.1.8 Infill Areas	—
Policy U 2.1.5 Comprehensive Water Supply Plans	Table 4-7 #6 Review and update Water Distribution System Master Plan. Table 4-7 #7 Review and update Urban Water Management Plan. Table 4-7 #9 Develop and enforce a Water Conservation Plan.
Policy U 2.1.8 Emergency Water Conservation	Table 4-7 #12 Update Emergency Operations Center procedures. Table 4-7 #13 Update the response plan that outlines an approach regarding how to assist citizens in reducing water use.
Policy U 2.1.10 Water Conservation Programs	Table 4-7 #9 Develop and enforce a Water Conservation Plan. Table 4-7 #11 Develop and implement a voluntary landscaping water efficiency certification training program. Table 4-7 #14 Review, update, and enforce RECO Ordinance.
Policy U 2.1.11 Water Conservation Enforcement	Table 4-7 #14 Review, update, and enforce RECO Ordinance.
Policy U 2.1.12 Recycled Water	Table 4-7 #14 Review, update, and enforce RECO Ordinance. Table 4-7 #15 Conduct a study to determine the feasibility of using recycled water.
Policy U 5.1.1 Zero Waste	Table 4-7 #19 Prepare and adopt an ordinance to require recycling and reuse of construction wastes.

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<i>Goals and Policies</i>		<i>Implementation Programs</i>
Policy U 5.1.5	Residential and Commercial Waste Disposal	Table 4-7 #8 Continue to produce and distribute an annual Operational Statistics Report.
Policy U 5.1.6	Yard Waste and Street Sweeping	—
Policy U 5.1.8	Neighborhood Clean-Up Program	—
Policy U 5.1.9	Diversion of Waste	—
Policy U 5.1.10	Electronic Waste Recycling	—
Policy U 5.1.11	Composting and Grasscycling Programs	—
Policy U 5.1.12	City Recycling	—
Policy U 5.1.13	Food Waste Recycling	—
Policy U 5.1.14	Recycled Materials for Goods Packaging	—
Policy U 5.1.15	Recycled Materials in New Construction	Table 4-7 #19 Prepare and adopt an ordinance to require recycling and reuse of construction wastes.
Policy U 5.1.16	Recycling and Reuse of Construction Wastes	Table 4-7 #19 Prepare and adopt an ordinance to require recycling and reuse of construction wastes.
Policy U 5.1.17	Waste for Energy Generation	—
Policy U 5.1.18	Disposable, Toxic, or Non-Renewable Products	—
Policy U 5.1.19	Sacramento Regional Recycling Market Development Zone	—
Policy U 5.1.20	Waste Composting and Recycling for Landscapes	—
Policy U 5.1.21	Educational Programs	—
Policy U 6.1.2	Peak Electric Load of City Facilities	Table 4-7 #21 Prepare a plan to achieve energy efficiency targets.
Policy U 6.1.3	City Fleet Fuel Consumption	Table 4-7 #21 Prepare a plan to achieve energy efficiency targets.
Policy U 6.1.4	Energy Efficiency of City Facilities	Table 4-7 #21 Prepare a plan to achieve energy efficiency targets.
Policy U 6.1.5	Energy Consumption per Capita	Table 4-7 #21 Prepare a plan to achieve energy efficiency targets.
		Table 4-7 #22 Work with neighborhood associations and local electric and gas utilities to develop programs to encourage conservation and increase energy efficiency.
Policy U 6.1.6	Renewable Energy	Table 4-7 #23 Conduct a study to evaluate the feasibility of creating a local assessment district or other financing mechanism to fund installation of renewable energy measures.
		Table 4-7 #24 Conduct a study to explore the economic feasibility of using methane to generate electricity.
Policy U 6.1.7	Solar Access	Table 4-7 #25 Prepare solar access guidelines for new development.

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<i>Goals and Policies</i>	<i>Implementation Programs</i>
Policy U 6.1.8 Other Energy Generation Systems	Table 4-7 #24 Conduct a study to explore the economic feasibility of using methane to generate electricity.
Policy U 6.1.9 Green Businesses	—
Policy U 6.1.10 Energy Rebate Programs	—
Policy U 6.1.11 Energy Efficiency Improvements	Table 4-7 #14 Review, update, and enforce RECO Ordinance.
	Table 4-7 #26 Prepare, adopt, and implement energy efficiency standards for residential rental properties.
Policy U 6.1.12 Energy Efficiency Audits	Table 4-7 #14 Review, update, and enforce RECO Ordinance.
Policy U 6.1.13 Energy Efficient Incentives	Table 4-7 #14 Review, update, and enforce RECO Ordinance.
Policy U 6.1.14 Sustainable Development and Resource Conservation Education	Table 4-7 #27 Develop a public information program to promote sustainable development and resource conservation.
Education, Recreation, and Culture (ERC) Element	
Policy ERC 1.1.1 School Locations	Table 4-8 #1 Work with school districts to conduct a study in establishing general areas where school sites are deficient.
	Table 4-8 #2 Review Chapter 15.132 Building Permits for Dwelling Units in Impacted School Areas of the Sacramento City Code.
Policy ERC 1.1.2 Locational Criteria	—
Policy ERC 1.1.4 Schools in Urban Areas	—
Policy ERC 1.1.6 School Transit Plans	—
Policy ERC 2.1.2 Connected Network	—
Policy ERC 2.2.3 Service Level Goals	—
Policy ERC 2.2.4 Meeting Service Level Goals	Table 4-8 #4 Develop standards for location, design, and programming of parks and recreational facilities in urban infill areas.
Policy ERC 2.4.3 Connections to Other Trails	—
Policy ERC 3.1.2 Library Siting	—
Policy ERC 4.1.2 Accessible Facilities and Programs	—
Public Health and Safety (PHS) Element	
Policy PHS 4.1.1 Multi-Hazard Emergency Plan	Table 4-9 #17 Review and update Multi Hazard Emergency Plan.
Policy PHS 4.1.3 Emergency Operations Center	—
Policy PHS 4.1.4 Emergency and Disaster Preparedness Exercises	Table 4-9 #18 Conduct annual emergency response training for city staff.
Policy PHS 4.1.5 Mutual Aid Agreements	—
Policy PHS 4.1.6 Education Programs	Table 4-9 #19 Develop and implement a program for training city residents in emergency response and disaster preparedness.
Policy PHS 5.1.7 Healthy Communities	—
Policy PHS 5.1.9 Active Living	—

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Environmental Resources (ER) Element		
Policy ER 1.1.1	Conservation of Open Space Areas	—
GOAL ER 2.1	Natural and Open Space Protection	—
Policy ER 2.1.1	Resource Preservation	—
Policy ER 2.1.2	Conservation of Open Space	Table 4-10 #2 Review and amend, as necessary, the subdivision, grading, and other ordinances of the Sacramento City Code.
Policy ER 2.1.3	Natural Lands Management	Table 4-10 #2 Review and amend, as necessary, the subdivision, grading, and other ordinances of the Sacramento City Code.
Policy ER 2.1.4	Retain Habitat Areas	Table 4-10 #2 Review and amend, as necessary, the subdivision, grading, and other ordinances of the Sacramento City Code.
Policy ER 2.1.5	Riparian Habitat Integrity	Table 4-10 #2 Review and amend, as necessary, the subdivision, grading, and other ordinances of the Sacramento City Code.
Policy ER 2.1.6	Wetland Protection	Table 4-10 #2 Review and amend, as necessary, the subdivision, grading, and other ordinances of the Sacramento City Code.
Policy ER 2.1.7	Annual Grasslands	Table 4-10 #2 Review and amend, as necessary, the subdivision, grading, and other ordinances of the Sacramento City Code.
Policy ER 2.1.8	Oak Woodlands	Table 4-10 #2 Review and amend, as necessary, the subdivision, grading, and other ordinances of the Sacramento City Code.
Policy ER 2.1.9	Wildlife Corridors	Table 4-10 #2 Review and amend, as necessary, the subdivision, grading, and other ordinances of the Sacramento City Code.
GOAL ER 3.1	Urban Forest	—
Policy ER 3.1.1	Urban Forest Management Plan	Table 4-10 #3 Review and update Urban Forest Management Plan.
Policy ER 3.1.2	Manage and Enhance	Table 4-10 #4 Continue to work with local and regional tree experts to review and update list of preferred tree species.
		Table 4-10 #5 Work with the Sacramento Tree Foundation to prepare and continually update the inventory of trees.
Policy ER 3.1.3	Trees of Significance	Table 4-10 #5 Work with the Sacramento Tree Foundation to prepare and continually update the inventory of trees.
		Table 4-10 #6 Prepare and adopt an ordinance to require tree replacements or suitable mitigation for loss of heritage trees.
Policy ER 3.1.5	Solar Access	—
Policy ER 3.1.6	Urban Heat Island Effects	Table 4-2 #16 Amend the Sacramento Code to establish additional standards to minimize the heat island effect.
Policy ER 3.1.7	Shade Tree Planting Program	—
Policy ER 3.1.8	Public Education	—
Policy ER 3.1.9	Funding	—

TABLE B-1 2030 GENERAL PLAN: ADDRESSING CLIMATE CHANGE

Table B-1 General Plan Goals, Policies, and Implementation Programs That Address Climate Change	
<i>Goals and Policies</i>	<i>Implementation Programs</i>
Policy ER 4.1.1 Locally Grown and Organic Foods	—
Policy ER 4.1.2 Community and Rooftop Gardens	Table 4-10 #7 Amend Parks and Recreation Master Plan to promote community gardens.
GOAL ER 4.2 Growth and Agriculture	—
Policy ER 4.2.1 Protect Agricultural Lands	Table 4-10 #8 Establish land use restrictions to protect the land for agricultural use in perpetuity.
Policy ER 4.2.2 Permanent Preservation	Table 4-10 #8 Establish land use restrictions to protect the land for agricultural use in perpetuity.
Policy ER 4.2.3 Coordinate to Protect Farmland	Table 4-10 #8 Establish land use restrictions to protect the land for agricultural use in perpetuity.
Policy ER 4.2.4 Development Adjacent to Agriculture	—
GOAL ER 6.1 Improved Air Quality	—
Policy ER 6.1.1 Maintain Ambient Air Quality Standards	Table 4-10 #9 Establish a plan and process to improve monitoring and enforcement of all CEQA mitigation measures.
Policy ER 6.1.2 New Development	—
Policy ER 6.1.3 Emissions Reduction	Table 4-10 #10 Establish a process to require the completion of an Air Quality Management Plan.
Policy ER 6.1.7 Greenhouse Gas Reduction Goal	<p>Table 4-10 #9 Establish a plan and process to improve monitoring and enforcement of all CEQA mitigation measures.</p> <p>Table 4-10 #11 Work with the Sacramento County, SACOG, Sacramento Metropolitan Air Quality Management District, and the California Air Resources Board to develop and annually update the city's Greenhouse Gas Emissions Inventory.</p> <p>Table 4-10 #12 Develop and adopt a Climate Action Plan.</p> <p>Table 4-10 #13 Submit an annual report on implementation of the Climate Action Plan.</p>
Policy ER 6.1.8 Citywide Greenhouse Gas Assessment	<p>Table 4-10 #11 Work with the Sacramento County, SACOG, Sacramento Metropolitan Air Quality Management District, and the California Air Resources Board to develop and annually update the city's Greenhouse Gas Emissions Inventory.</p> <p>Table 4-10 #12 Develop and adopt a Climate Action Plan.</p> <p>Table 4-10 #13 Submit an annual report on implementation of the Climate Action Plan.</p>
Policy ER 6.1.9 Greenhouse Gas Reduction in New Development	<p>Table 4-10 #12 Develop and adopt a Climate Action Plan.</p> <p>Table 4-10 #13 Submit an annual report on implementation of the Climate Action Plan.</p>
Policy ER 6.1.10 Climate Change Assessment and Monitoring	Table 4-10 #12 Develop and adopt a Climate Action Plan.

Table B-1 General Plan Goals, Policies, and Implementation Programs That Address Climate Change	
<i>Goals and Policies</i>	<i>Implementation Programs</i>
Policy ER 6.1.11 Coordination with SMAQMD	Table 4-10 #9 Establish a plan and process to improve monitoring and enforcement of all CEQA mitigation measures.
Policy ER 6.1.12 Reduced Emissions for City Operations	Table 4-10 #14 Enforce existing ordinance that limits idling of diesel vehicles used in construction projects.
Policy ER 6.1.13 Fleet Operations	—
Policy ER 6.1.14 Zero-Emission and Low-Emission Vehicle Use	—
Policy ER 6.1.15 Preference for Reduced-Emission Equipment	—
Policy ER 6.1.16 Transportation Systems Management and Trip Reduction	—
Policy ER 6.1.17 Wood Stove/Fireplace Replacement	—
Policy ER 6.1.18 Employer Education Programs	Table 4-10 #15 Develop a public information program to encourage employees to use alternative modes of transportation to get to work.
Policy ER 6.1.19 Air Quality Education	<p>Table 4-10 #13 Submit an annual report on implementation of the Climate Action Plan.</p> <p>Table 4-10 #15 Develop a public information program to encourage employees to use alternative modes of transportation to get to work.</p>
Environmental Constraints (EC) Element	
Policy EC 2.1.2 Interagency Levee Management	—
Policy EC 2.1.5 Floodplain Requirements	<p>Table 4-11 #3 Update the General Plan for consistency with the Central Valley Flood Protection Plan (required to be adopted by 2012).</p> <p>Table 4-11 #4 Update the General Plan for consistency with AB 162 related to flooding.</p>

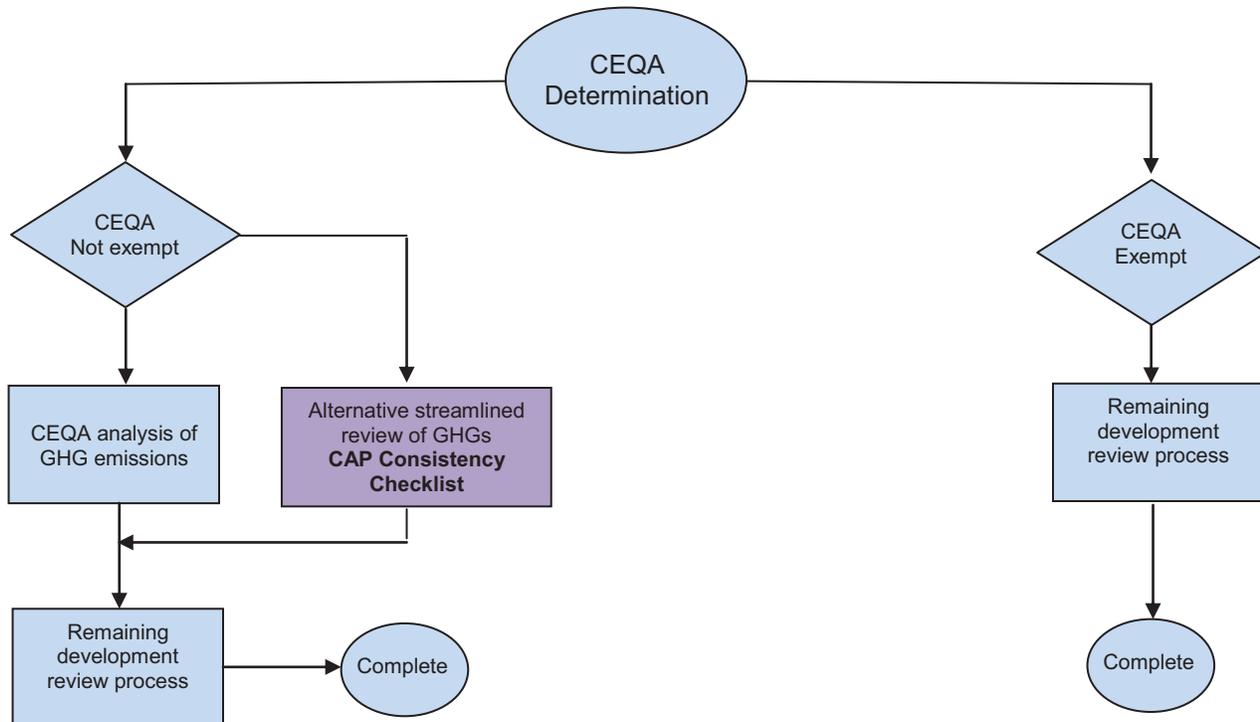
CLIMATE ACTION PLAN – CONSISTENCY REVIEW CHECKLIST

The purpose of the Climate Action Plan Consistency Review Checklist (CAP Consistency Review Checklist) is to provide a streamlined review process for proposed new development projects which are subject to discretionary review and trigger environmental review pursuant to the California Environmental Quality Act (CEQA)..

CEQA Guidelines require the analysis of greenhouse gas (GHG) emissions and potential climate change impacts from new development. The Sacramento Climate Action Plan qualifies under section 15183.5 of the CEQA Guidelines as a plan for the reduction of GHG emissions for use in cumulative impact analysis pertaining to development projects. This allows projects that demonstrate consistency with the CAP to be eligible for this streamlining procedure. Projects that demonstrate consistency with the CAP and the Sacramento 2030 General Plan may be able to answer “No additional significant environmental effect” in the City’s initial study checklist. Projects that do not demonstrate consistency may, at the City’s discretion, prepare a more comprehensive project-specific analysis of GHG emissions consistent with CEQA requirements. (See FAQ about the CAP Consistency Review Checklist for more details.)

The diagram below shows the context for the CAP Consistency Review Checklist within the planning review process framework.

Streamlined Review of GHG Emissions in Development Projects



CLIMATE ACTION PLAN – CONSISTENCY REVIEW CHECKLIST

Application Submittal Requirements

1. The CAP Consistency Review Checklist is required only for proposed new development projects which are subject to CEQA review (non-exempt projects)
2. If required, the CAP Consistency Review Checklist must be submitted in addition to the basic set of requirements set forth in the Universal Application and the Planning Application Submittal Matrix.
3. The applicant shall work with staff to meet the requirements of this checklist. These requirements will be reflected in the conditions of approval and/or mitigation measures.
4. All conditions of approval and mitigation measures from this checklist shall be shown on full-size sheets for building plan check submittals.

Application Information

Project Number: _____
Address of Property: 5th, 7th, N, and P Streets
Was a special consultant retained to complete this checklist? Yes No. If yes, complete following
Consultant Name*: Jeffrey Goldman
Company: AECOM
Phone: 916-414-5800 E-Mail: Jeff.Goldman@aecom.com

CAP Consistency Checklist Form for Projects that are Not Exempt from CEQA

Checklist Item (Check the appropriate box, and provide explanation for your answer).	Yes	No*	
1. Is the proposed project substantially consistent with the City's over-all goals for land use and urban form, allowable floor area ratio (FAR) and/or density standards in the City's 2030 General Plan, as it currently exists?	x		
<p>Please explain how proposed project compares to 2030 General Plan with respect to density standards, FAR, land use and urban form. (See directions for filling out CAP Checklist)</p> <p>Sacramento Commons is an urban infill project within the Central Business District and follows the urban form guidelines and development standards in the 2030 General Plan. The project is within the density limits of the R-5 zoning district and FAR ranges permitted for the Central Business District land use.</p>			
2. Would the project reduce average vehicle miles traveled (VMT) per capita of the proposed residents, employees, and/or visitors to the project by a minimum of 35% compared to the statewide average?	Yes	No*	NA
	x		
<p>Please explain how proposed project meets this requirement. If "not applicable", explain why this was not required. If project does not meet this requirement, see Directions for filling out CAP Consistency Review Checklist for alternatives to meeting checklist requirements.</p> <p>Sacramento Commons is located within the Central Business District of Sacramento. The project meets the requirement of generating less than 15.9 VMT per capita by virtue of its geographical location, as indicated in Exhibit 1, "City of Sacramento Daily VMT/Capita, 2008 Base Year" in the application instructions that follow.</p> <p>(Attach a copy of the VMT model <u>input</u> and output. Record the model and version here _____)</p>			

*If "No", equivalent or better GHG reduction must be demonstrated as part of the project, and incorporated into conditions of approval.

Note: Requirements from this checklist should be incorporated into the conditions of approval, and shown on the full-size plans submitted for building plan check.

Checklist Item (Check the appropriate box, and provide explanation for your answer).	Yes	NA
<p>3. Would the project incorporate traffic calming measures? <i>(Examples of traffic calming measures include, but are not limited to: curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts or mini-circles, on-street parking, planter strips with street trees, chicanes/chokers.)</i></p>		X
<p>Please explain how the proposed project meets this requirement (list traffic calming measures). If "not applicable", explain why traffic calming measures were not required.</p> <p>Not Applicable. This is an infill project with sufficient existing infrastructure. The site is bounded by existing City Street (5th, 7th, P, and N Streets), sidewalks, on-street parking, and planter strips with street trees. There are no planned internal vehicular streets (except driveway access to the parking garages and for fire access).</p>		
<p>4. Would the project incorporate pedestrian facilities and connections to public transportation consistent with the City's Pedestrian Master Plan?</p>	x	
<p>Please explain how the proposed project meets this requirement. If "not applicable", explain why this was not required.</p> <p>The Sacramento Commons site is directly adjacent to light rail stop on the east and bus stops along its perimeter. The project is situated in an area noted by the City for high pedestrian activity or premium pedestrian facilities. Sacramento Commons will provide various amenities to further enhance the pedestrian environment. The existing streetscape along the project boundary includes wide sidewalks with parking separation, street furniture, street trees, and mid block crosswalks. The project will also include the following "premium" pedestrian improvements as defined in the City's Pedestrian Master Plan to further enhance the area:</p> <ul style="list-style-type: none"> - Plaza at the P and 7th Street intersection, with public art and seating areas; - On-site landscaped pedestrian promenades; - Widened pedestrian zones, especially in front of the potential hotel and commercial uses along 7th Street; - Enhanced pedestrian-scale street lighting and wayfinding signs and kiosks; - Enhanced mid-block crossings connecting the light rail stop on O Street; - Display windows for neighborhood retail/support uses at the street level; and - Public art and signage within the pedestrian plaza and on-site promenades 		

*If "No", equivalent or better GHG reduction must be demonstrated as part of the project and incorporated into the conditions of approval.

Note: Requirements from this checklist should be incorporated into the conditions of approval, and shown on the full-size plans submitted for building plan check.

5. Would the project incorporate bicycle facilities consistent with the City's Bikeway Master Plan, and meet or exceed minimum standards for bicycle facilities in the Zoning Code and CALGreen?	Yes	NA	
	x		
<p>Please explain how the proposed project meets this requirement. If "not applicable", explain why this was not required.</p> <p>Based on existing on-street bike amenities, including a dedicated bike lane on 5th Street and on-street bike routes (Class III shared on all other three surrounding streets), the project will not need to add any other on-street bike facility. The project will comply with standards for bicycle facilities in the Zoning Code and CalGreen requirements for locating bicycle parking in a convenient and secure location.</p>			
6. For residential projects of 10 or more units, commercial projects greater than 25,000 square feet, or industrial projects greater than 100,000 square feet, would the project include on-site renewable energy systems (e.g., photovoltaic systems) that would generate at least a minimum of 15% of the project's total energy demand on-site? (CAP Actions: 3.4.1 and 3.4.2)	Yes	No*	NA
		X	
<p>Please explain how the proposed project meets this requirement. If "not applicable", explain why this was not required. If project does not meet requirements, see DIRECTIONS FOR FILLING OUT CAP CONSISTENCY REVIEW CHECKLIST re: alternatives to meeting checklist requirements.</p> <p>The project will comply with the alternative requirement to exceed energy efficiency standards of Title 24, part 6 of the California Building Code by 15% or better, using 2008 Title 24 standards as a baseline or most current energy efficiency standards, required by the City.</p> <p>Attach a copy of the CalEEMod input and output. Record the model and version here _____.</p> <p>Do NOT select the "use historical" box in CalEEMod for energy demand analysis related to this requirement.</p>			
7. Would the project (if constructed on or after January 1, 2014) comply with minimum CALGreen Tier I water efficiency standards?	Yes	NA	
	x		
<p>Please explain how the proposed project meets this requirement. If "not applicable", explain why this was not required.</p> <p>Project will comply with CALGreen Tier 1 requirements for indoor and outdoor water use.</p>			

*If "No", equivalent or better GHG reduction must be demonstrated as part and incorporated into the conditions of approval.
Note: Requirements from this checklist should be incorporated into the conditions of approval, and shown on the full-size plans submitted for building plan check.

Certification

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability and that the facts, statements and information presented are true and correct to the best of my knowledge and belief.

Signature: _____

Date: March 28, 2014

DIRECTIONS FOR FILLING OUT CAP CONSISTENCY REVIEW CHECKLIST

General Plan Consistency

1. Is the proposed project substantially consistent with the land use and urban form designation, allowable floor area ratio (FAR) and/or density standards in the City's [2030 General Plan](#)?

Consistency with the General Plan land use and urban form designation, FAR and/or density standards is a key determining factor in whether or not the CAP Consistency Review procedure can be used. This is because future growth and development consistent with the General Plan was used to estimate business as usual emission forecasts, as well as emission reductions from actions that would be applicable to new development.

Refer to the 2030 General Plan, Land Use and Urban Form Designations and Development Standards starting on page 2-29. If a project is not fully consistent with the General Plan, the project still may qualify for consistency with the CAP, but this determination will need to be closely coordinated with the City. The City will determine whether the proposed land uses under consideration could be found consistent with the growth projections and assumptions used to develop the GHG emissions inventory and projections in the CAP.

Sustainable Land Use

2. Would the project reduce average vehicle miles traveled (VMT) per capita of the proposed residents, employees, and/or visitors to the project by a minimum of 35% compared to the statewide average? (Applicable CAP Action: 1.1.1)

The statewide VMT/capita in 2009 was 8,937 VMT/capita/year, which is approximately 24.5 VMT/capita/day^{1,2}. A 35% reduction below the 2009 statewide average would be 5,809 VMT/capita/year, or about 15.9 VMT/capita/day.

Steps to Determine if Proposed Project is Consistent with CAP Action 1.1.1:

Step 1: Consult VMT/Capita Screening Map:

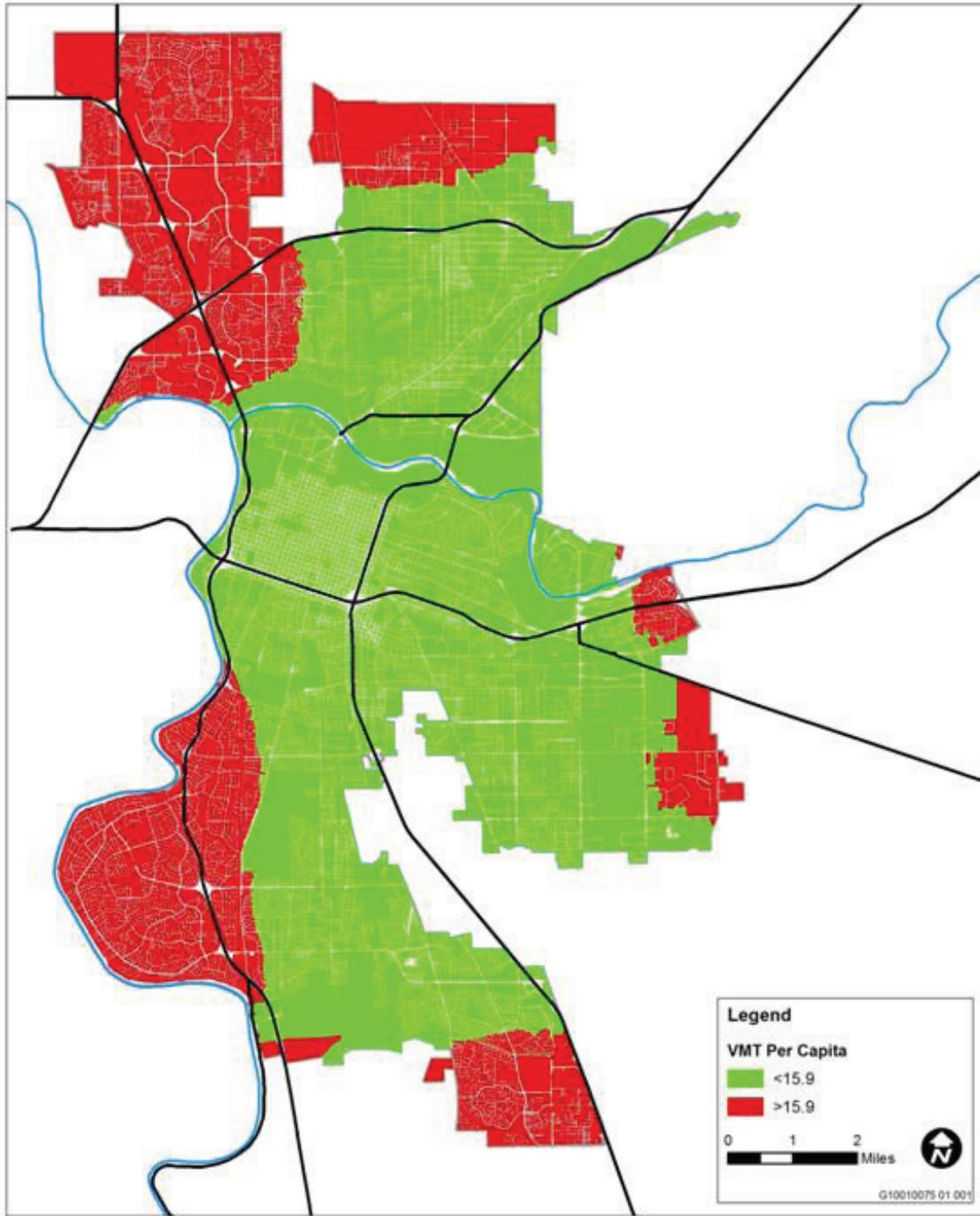
The map below can be used as a quick screening tool to determine whether or not a proposed project is likely to meet the 35% reduction standard based on its geographic location.

If the proposed project is located in the green area of the map, it can be assumed to have a VMT/capita/day below 16, and no further action related to VMT is necessary. If the proposed project is located within one of the red areas, or in a white area adjacent to any red parcel, it cannot be assumed to achieve the standard, and further analysis is required to show that the project is below 16 VMT/capita/day. Proceed to Step 2, and estimate the project VMT using one of the computer modeling tools below.

¹ Federal Highway Administration. 2009. Table VM-2 - Highway Statistics 2009. <http://www.fhwa.dot.gov/policyinformation/statistics/2009/vm2.cfm>.

² U.S. Census Bureau, 2005-2009 American Community Survey.

Exhibit 1: City of Sacramento Daily VMT/Capita, 2008 Base Year
Source: SACOG, SACSIM Model, 2012.



Step 2: VMT Modeling

Download one of computer modeling tools from the following links and follow the user guide for the tool that you have selected. Select the year 2020 as the year of project operation and compare the modeled VMT/capita/day with the City's standard of 15.9 VMT/capita/day. If the result of the computer modeling supports the project's consistency with the City's VMT/capita standard, then the project is considered to comply with CAP Action 1.1.1. If the project's estimated VMT/capita exceeds the City's standard of 15.9, proceed to Step 3.

California Emission Estimator Model (CalEEMod 2013.2 or most recent version)

CalEEMod is a statewide land use emissions computer model that provides a comprehensive estimate of development project criteria pollutants and GHG emissions associated with both construction and operations from a variety of land use project types.

Sketch 7 VMT Estimation Tool (Contact SACOG for most recent version)

The Sketch 7 model is a web-based, parcel-level, scenario planning tool that allows users to input land uses and project attributes such as demographic data, design, density, quality of public transit, mix of land uses, and other planning-related features. Sketch 7 estimates VMT/capita and other environmental indicators based on region-specific parameters, local land use plans and the SACSIM model. Sketch 7 also accounts for the interaction of the project's proposed land uses with the surrounding land uses.

Step 3: Additional Mitigation and Further Analysis

If the proposed project does not pass Steps 1 and 2, additional mitigation from another category (such as building energy efficiency) can be substituted as long as this GHG reduction does not "double count" GHG reductions already taken by the CAP. In other words, mitigation will be necessary to reduce GHG emissions from the project beyond what is already accounted for in the CAP (to avoid double-counting).

Step 3(a) - Determine the increment of total VMT by which the project exceeds the City's 15.9 VMT/capita/day standard. For example, if the project would result in 18 VMT/capita/day and proposes to accommodate 400 new residents, the increment that the project would exceed the City's standard would be 306,600 VMT, which equals: $(18 - 15.9 \text{ VMT/capita/day}) * 400 \text{ residents} * 365 \text{ days/year}$.

Step 3(b) - Convert VMT into metric tons carbon dioxide equivalent per year (MT CO₂e/year) by use of a vehicle emission factor. The City recommends using an emission factor of 0.000452 MT CO₂e/VMT, which was obtained from the California Air Resources Board's (ARB's) Mobile-Source Emission Factor Model (EMFAC) and was used to develop the City's GHG inventory in its CAP. In the above example, the project would be required to mitigate approximately 139 MT CO₂e/year through additional mitigation.

Additional mitigation may include equivalent or better GHG reduction from individual measures or a combination of:

- Exceeding energy efficiency standards of Title 24, part 6 of the California Building Code (using 2008 T24 standards as a baseline)
- Generation of greater than 15% of the project's energy on-site through installation of solar panels or other on-site renewable energy technology
- Other land use (e.g., additional amenities), transportation, bicycle, or pedestrian improvements that would reduce VMT not already accounted for in Sketch 7 modeling under Step 2.

The applicant should provide documentation (e.g., [California Emissions Estimator Model \[CalEEMod\]](#)) that the combination of mitigation selected would achieve the equivalent GHG emission reduction necessary to close the gap between the proposed project's VMT/capita/day and the City's standard of 15.9 VMT/capita/day. If the project applicant can present equivalent mitigation as defined by this section, the City would consider the project consistent with CAP Action 1.1.1. If the project applicant could not identify sufficient surplus mitigation to reduce equivalent project-generated GHG emissions, the project would not be consistent with CAP Action 1.1.1.

Mobility

3. Would the project incorporate traffic calming measures? (Applicable CAP Action: 2.1.1)

List the traffic calming measures that have been incorporated into the project. These may include, but are not limited to: curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts or mini-circles, on-street parking, planter strips with street trees, chicanes/chokers.

The project proponent and City staff should consult with staff in the Department of Public Works-Transportation Division to verify that traffic calming measures are adequate and in compliance with the City's Street Design Standards.

If the proposed project does not include any roadway or facility improvements, traffic calming measures may not apply. For example, certain infill projects may not result in on-street or transportation facility improvements because sufficient infrastructure already exists

4. Would the project incorporate pedestrian facilities and connections to public transportation consistent with the City's Pedestrian Master Plan? (Applicable CAP Action: 2.2.1)

List the pedestrian facilities and connections to public transportation that have been included in the proposed project on the Checklist. These may include, but are not limited to: sidewalks on both sides of streets, marked crosswalks, count-down signal timers, curb extensions, median islands, transit shelters, street lighting.

The project proponent and City staff should consult with Department of Public Works-Transportation Division staff to verify that pedestrian facilities are consistent with the [Pedestrian Master Plan](#). As in the previous example, if "not applicable", an explanation shall be documented in the Checklist. The "Pedestrian Review Process Guide" ([Appendix A to the Master Plan](#)) will be used to determine consistency, as follows:

- For typical infill development projects where existing streets will serve the site (no new streets are proposed): the level of pedestrian improvements necessary to determine Pedestrian Master Plan consistency will be measured according to the "Basic, Upgrade or Premium" categories defined in Appendix A to the Pedestrian Master Plan, which are based on project location, surrounding land uses, proximity to transit, etc. If the proposed project does not include the minimum level of improvements per the assigned category for the project's location, the project will be required as a condition of approval to include appropriate features, per the approval of the Department of Public Works-Transportation Division.

- For new "greenfield" projects and/or larger infill development projects where new streets are proposed as part of the project, the following will apply:
 - "Basic, Upgrade or Premium" levels of improvement will be required based on the proposed project's location and context, where applicable, consistent with the criteria defined in the Master Plan. If the proposed project does not include the minimum level of improvements per the assigned category, the project will be required as a condition of approval to include appropriate features, per the approval of the Department of Public Works-Transportation Division.
 - The "Pedestrian Smart Growth Scorecard" (Appendix A to the Master Plan) will be required to be completed for the project, and a minimum score of 3 or better will need to be achieved. If the proposed

project cannot achieve the minimum score, changes to the proposed project may be required, and/or the project may be required as a condition of approval to include certain improvements such that the average score will meet 3 or better. (Note: an Excel version of the Pedestrian Smart Growth Scorecard is available, to assist in automating the rating & scoring process)

5. Would the project incorporate bicycle facilities consistent with the City's Bikeway Master Plan, and meet or exceed minimum standards for bicycle facilities in the Zoning Code and CALGreen? (Applicable CAP Action: 2.3.1)

List the bicycle facilities that are incorporated into the proposed project on the Checklist. In addition, list bicycle facilities. These include, but are not limited to: Class I bike trails and Class II bike lanes connecting the project site to an existing bike network and transit stations, bike parking [bike racks, indoor secure bike parking, bike lockers], end-of-trip facilities at non-residential land uses [showers, lockers].

The project proponent and City staff should consult with staff in the Transportation Division of the Department of Public Works to verify that such facilities are consistent with the [Bikeway Master Plan](#) and meet or exceed Zoning Code and CALGreen standards. Generally, the following guidelines will be used:

- If existing on-street and off-street bikeways are already present and determined to be consistent with the Bikeway Master Plan, no additional on-street bikeways will be required. Check the "not applicable" box if appropriate. However, on-site facilities shall still be required to meet or exceed minimum Zoning and CALGreen requirements.
- If not applicable, fully document the reasons why using the Checklist.
- If on-street bicycle facilities are not present or are only partially consistent with the Master Plan, the project will be required as a condition of approval to construct or pay for its fair-share of on-street and/or off-street bikeways described in the Master Plan, in addition to meeting or exceeding minimum on-site facilities.
- In some cases, a combination of new or upgraded on-street and off-street bikeways may be used to determine consistency with the Master Plan, at the discretion of the Department of Public Works-Transportation Division staff.

Energy Efficiency and Renewable Energy

6. For residential projects of 10 or more units, commercial projects greater than 25,000 square feet, or industrial projects greater than 100,000 square feet, would the project include on-site renewable energy systems (e.g., solar photovoltaic, solar water heating etc.) that would generate at least 15% of the project's total energy demand? (CAP Actions: 3.4.1 and 3.4.2)

For projects of the minimum size specified in this measure, a commitment in the project description or in a mitigation measure that the project shall generate a minimum of 15% of the project's energy demand on-site is sufficient to demonstrate consistency with this measure. However, the project conditions of approval or mitigation measures should specify the intended renewable energy technology to be used (e.g. solar photovoltaic, solar water heating, wind, etc.) and estimated size of the systems to meet project demand based on the project description.

"Total energy demand" refers to the energy (electricity and natural gas) consumed by the built environment (including HVAC systems, water heating systems, and lighting systems) as well as uses that are independent of the construction of buildings, such as office equipment and other plug-ins.

Applicants may estimate the total energy demand of their projects using California Emissions Estimator Model (CalEEMod 2013.2), the same software used to estimate greenhouse gas emissions. **For CalEEMod estimates of energy demand to meet this specific requirement, the user should NOT select the “use historical” box, otherwise they will be “double-counting” emissions reductions that have already been counted.** CalEEMod outputs for electricity demand are provided in annual kWh, and natural gas demand is provided in annual kBtu.

The energy demand estimate by CalEEMod is based on two datasets:

- The California Commercial End Use Survey (CEUS);
- The Residential Appliance Saturation Survey (RASS)

CalEEMod takes energy use intensity data (above) and forecasts energy demand based on climate zone, land use subtype (such as “hospital”, “arena”, or “apartments, mid rise”), building area, and the number of buildings or units. This is an appropriate level of analysis for use at the planning submittal stage, but it may not provide an accurate picture of actual project energy demand because it does not factor project specifics such as building design.

Therefore, the applicant is advised (but not required) to run a more comprehensive energy simulation once project-specific details are known: basic building design, square-footage, building envelope, lighting design (at least rudimentary), and the mechanical system (at least minimally zoned). Some of the energy simulation programs that are appropriate for this level of analysis include: DOE 2.2, Trace 700, and Energy Pro.

The U.S. DOE maintains a list of energy simulation programs that are available.

http://apps1.eere.energy.gov/buildings/tools_directory/subjects.cfm/pagename=subjects/pagename_menu=whole_building_analysis/pagename_submenu=energy_simulation

The applicant may then work with City staff to revise the estimate and make a final determination regarding the size of the PV system that is required.

Substitutions: Projects may substitute a quantity of energy efficiency for renewable energy, as long as the substituted GHG reduction does not “double count” GHG reductions already taken by the CAP. In other words, substitutions must reduce GHG emissions from the project beyond what is already accounted for in the CAP (to avoid double-counting).

- Additional mitigation may include equivalent or better GHG reduction from individual measures or a combination of:
- Exceeding energy efficiency standards of Title 24, part 6 of the California Building Code by 15% or better using 2008 T24 standards as a baseline. (Please note that due to more rigorous minimum energy efficiency standards, after January 1, 2014, residential projects will need to exceed the new minimum building code standards by 10% and commercial projects will need to exceed the new minimum building code by 5%).
- Other land use (e.g., additional amenities), transportation, bicycle, or pedestrian improvements that would reduce VMT not already accounted for in VMT models under Step 2.

7. Would the project comply with minimum CALGreen Tier I water efficiency standards? (CAP Action: 5.1.1)

The [California Green Building Standards Code \(CALGreen\)](#) includes mandatory green building measures, as well as voluntary measures that local jurisdictions may choose to adopt to achieve higher performance tiers, at either Tier 1 or Tier 2 compliance levels. Sacramento has adopted Tier 1 Water Efficiency Standards to be required on or after January 1, 2014. Currently, in order to meet the Tier 1 Water Efficiency Standards, buildings are required to implement all mandatory water efficiency and conservation measures as well as certain Tier 1 specific measures that exceed minimum mandatory measures (e.g. 30% increase in indoor water efficiency). Specific Tier 1 provisions can be found in the CALGreen Code at <http://www.bsc.ca.gov/Home/CALGreen.aspx>.

The City recognizes that project construction details are often not known at the environmental review stage, and it may be premature for a project proponent to identify compliance with precise requirements of CALGreen. A condition of approval requiring the project to comply with minimum CALGreen Tier 1 water efficiency and conservation standards is sufficient to demonstrate consistency with this criterion.

Planning approval of your project will include the following condition:

Project must meet CALGreen Tier 1 water efficiency and conservation standards. Copies of the appropriate CalGreen checklist (see FAQ) shall be included on the full-size sheets for building plan check submittals.

Note: Requirements from this checklist should be incorporated into the conditions of approval, and shown on the full-size plans submitted for building plan check.

