

A photograph of the California State Capitol building in Sacramento, California. The building is a grand neoclassical structure with a prominent white dome topped with a golden orb. The facade features a portico with tall, fluted columns. In the foreground, a paved walkway leads past a green lawn where several people are walking. To the left, a tall flagpole holds the United States flag and the California state flag. The sky is a clear, bright blue.

APPENDICES

A-F



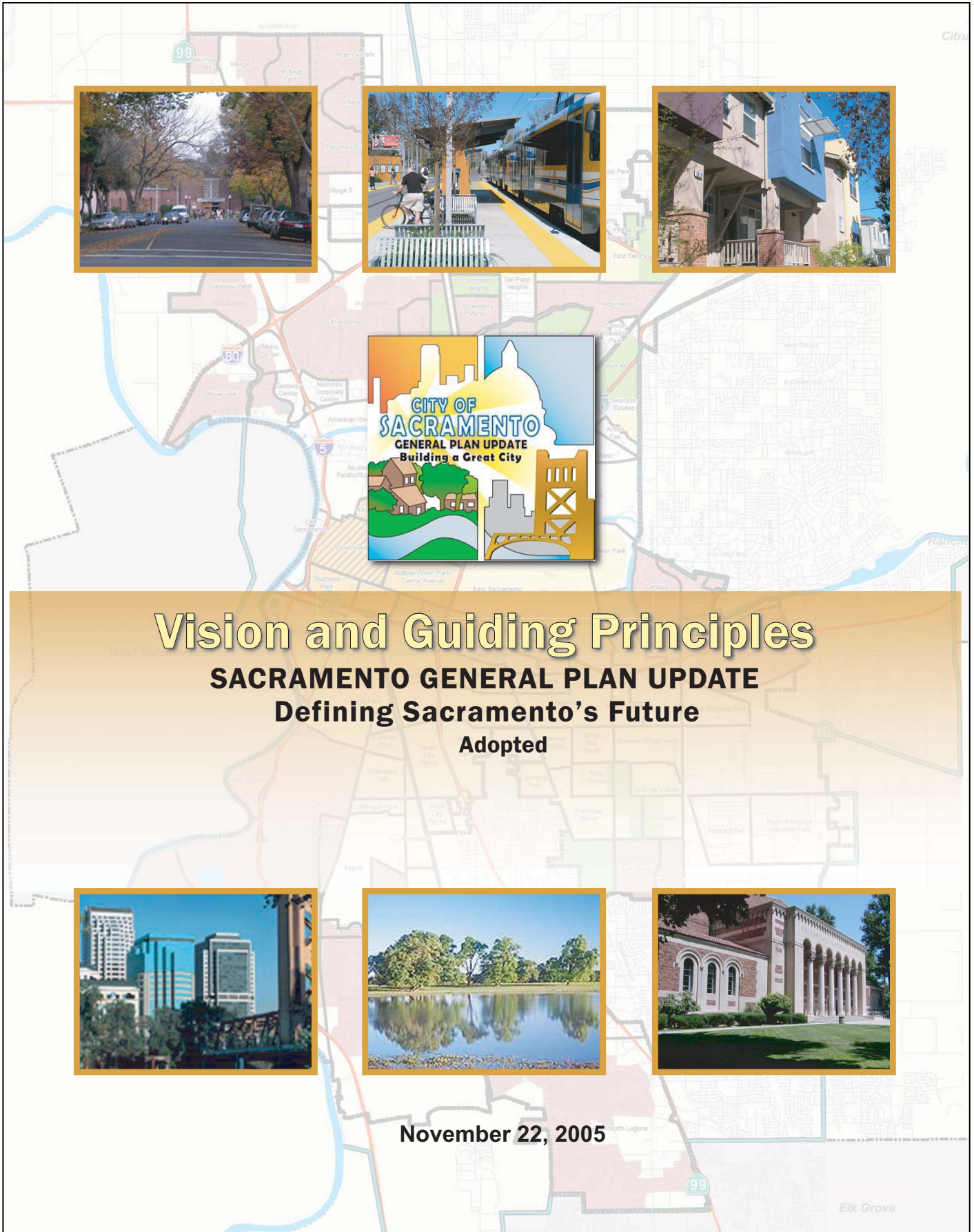
VISION & GUIDING PRINCIPLES

APPENDIX

A



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Vision and Guiding Principles

SACRAMENTO GENERAL PLAN UPDATE

Defining Sacramento's Future

Adopted

November 22, 2005

Vision and Guiding Principles

SACRAMENTO GENERAL PLAN UPDATE

Defining Sacramento's Future
Adopted November 22, 2005

INTRODUCTION

The purpose of this document is to set out a vision that captures the City's key values and aspirations for Sacramento's future. The Vision Statement paints a picture of what Sacramento will be twenty-five years from now. The second part of this document sets out Guiding Principles that flow from the Vision Statement. These principles establish policy benchmarks for the rest of the General Plan Update process. The principles, along with the issues identified in the *Planning Issues Report*¹, will be used to help define how growth will occur, as well as direct the development of land use alternatives and updated General Plan policies. The alternatives will be defined at a citywide scale and for targeted "areas of opportunity."

The Vision and Guiding Principles are applicable to the context of the city as a whole as well as its community plan areas and neighborhoods. The Vision and Guiding Principles is informed by recently adopted City policy related to smart growth and sustainable development and an extensive community



involvement program that includes public input from the first phase of town hall forums, focus group interviews, and the General Plan Advisory Committee (GPAC), a 25-member citizen's committee appointed by the Mayor and City Council.

VISION STATEMENT

The guiding vision of the General Plan is that **Sacramento will be the most livable city in America.**

As California's capital, Sacramento will continue to play its traditional role in the region as the primary center of government, employment, and culture. Downtown Sacramento will vibrate with arts, culture, entertainment, and a 24-hour population.

The city's economy will continue to strengthen, diversify, and play a larger role in the global economy. Building on the skills of our workforce, Sacramento's economy will provide a broad range of jobs in all industry sectors, including those related to small and local businesses.

¹ *The Planning Issues Report identifies major issue categories to be addressed in the new General Plan. Copies of the document are available from the Planning Division or on the Internet at www.sacgp.org.*

Vision and Guiding Principles: *Defining Sacramento's Future*

Every neighborhood will be a desirable place to live because of its walkable streets, extensive tree canopy, range of housing choices, mixed use neighborhood centers, great schools, parks and recreation facilities, and easy access to Downtown and jobs.

Sacramento will be linked to the rest of the region by an extensive, efficient and safe network of roadways, bridges, mass transit, bikeways, pedestrian trails, and sidewalks. It will be linked to the rest of California and the world by an international airport, conventional and high-speed passenger rail, interstate highways, and high-speed communication systems.

Sacramento will continue to celebrate its cultural and ethnic diversity and ensure the equitable treatment of all neighborhoods and groups. Sacramento will protect its historic and cultural resources and its natural environment and will increase access to its riverfront and open spaces for the enjoyment of its growing population.

Sacramento will promote the health and well-being of the community and will plan for the long-term safety of its citizens.

Finally, to help address the causes of global warming and the urban heat island effect, Sacramento will be a model of sustainable development in its planning, its use of urban heat island reduction measures, and its conservation of energy, water, and other natural resources.

GUIDING PRINCIPLES

Land Use



- Provide a diversity of neighborhood environments, from the *traditional*² downtown core to well-integrated new growth areas.
- Create a vibrant downtown that serves as a regional destination for the arts, culture, and entertainment while accommodating residents that live, work, and gather in the city center.

Focus higher density developments and mixed-use projects in areas adjacent to transit stations, along transit corridors and commercial corridors, near job centers, and in strategic opportunity areas throughout the city.

- Use the existing assets of infrastructure and public facilities to increase infill and re-use, while maintaining important qualities of community character.



² The term "traditional" refers to the urban grid pattern that is characteristic of older central cities.

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- Promote livable and well-designed neighborhoods that are walkable and complete, with a mix of uses and services to support improved health and the needs of families, youth, seniors, and a growing population.
- Utilize *sustainable development*³ and land use planning practices that provide for the needs of existing residents and businesses while preserving choices for future generations.

Community Design



- Create vibrant public places that serve as gathering places, town centers, and villages for the community.
- Protect the development of complete neighborhoods both in infill and new growth areas that foster a sense of place.
- Protect and replicate the pattern and character of Sacramento's unique and traditional neighborhoods.
- Promote designs for development that are compatible with the scale and character of Sacramento's existing neighborhoods.



- Locate and design buildings, streetscapes, and public spaces that contribute to walkable neighborhoods.
- Promote developments that foster accessibility and connectivity between areas and safely and efficiently accommodate a mixture of cars, transit, bicyclists, and pedestrians.
- Recognize and preserve those areas of the City with a "sense of place" that are based largely upon their historical and cultural resources.

Housing



- Provide a mix of housing to meet the needs of current and future residents, including an equitable distribution of affordable housing, throughout the city.
- Include a mix of housing types within neighborhoods to promote a diversity of household types and housing choices for residents of all ages and income levels in order to promote stable neighborhoods.
- Work to end homelessness in Sacramento by providing affordable housing opportunities and services.

³ *Sustainable development practices refer to the use of architectural and planning methods that address the needs of the present without compromising the ability of future generations to meet their own needs. Specific examples include the use of solar panels for energy conservation, placing jobs near housing to reduce vehicle trips, and infill development in urban areas to reduce the consumption of agricultural land.*

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Mobility

- Develop a balanced, integrated, multi-modal transportation system that is efficient and safe with frequent service connecting every neighborhood to the rest of the city and the region.
- Provide a variety of transportation choices that promote accessible alternatives to the automobile including walking, bicycling, and taking transit.
- Expand and improve existing transit systems to encourage higher ridership that will lead to less dependence on the automobile and fossil fuels, and to better air quality.



Economic Development

- Promote the City as the civic, cultural, and economic hub of the region and the Central Valley.
- Promote strategic development of vacant, underutilized, and infill land, especially along transportation and commercial corridors, to improve the city's economic outlook.
- Create and maintain a broad range of jobs that are accessible to all residents that provide opportunities for advancement.
- Improve the jobs-housing balance by siting housing near employment centers.
- Develop a vibrant 24-hour downtown that is a destination for the region and California.
- Work with educational institutions to promote the skill and talent of Sacramento's workforce in order to attract high quality jobs.
- Develop the city's waterfront to provide a world-class urban experience for residents, workers, and visitors.
- Focus investment and revitalization in distressed neighborhoods.



Public Safety

- Foster safe neighborhoods through good community and environmental design that promotes a mix of uses, active streets, improved air quality, and security.

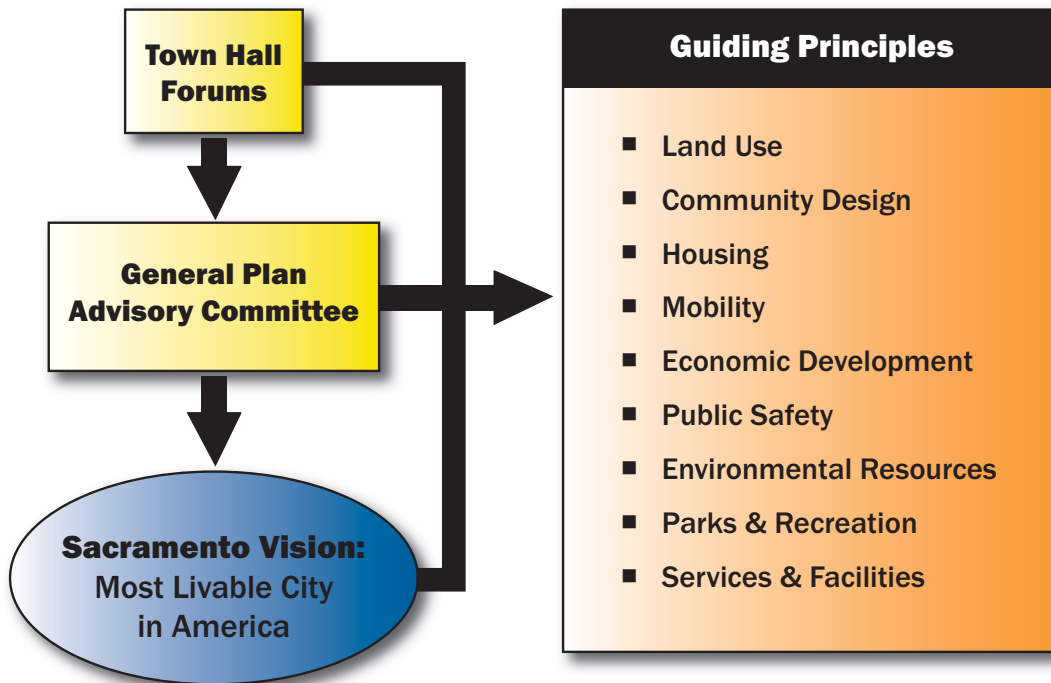
Vision and Guiding Principles: *Defining Sacramento's Future*

- Improve coordination among residents and businesses and police, fire, planning, transportation, and other City departments to address security issues and achieve safe neighborhoods.
- Minimize Sacramento's vulnerability to natural and manmade disasters and strengthen the City's emergency response capabilities including improving flood protection through the strengthening of our levees and modernizing Folsom Dam.



- Promote exercise and activity by all age groups through the development of walkable neighborhoods and recreational facilities and programs.
- Promote opportunities for community education and involvement through volunteerism and civic engagement.

The Development of the Vision and Guiding Principles



Environmental Resources



- Encourage sustainable levels of energy and resource consumption through efficient land-use, transportation, building design, construction techniques, waste management, and other infrastructure systems.
- Preserve open space, farmland, natural resources, and environmentally-sensitive areas to maintain community identity.
- Preserve and protect important historic and cultural resources that serve as significant, visible reminders of the City's social and architectural history.
- Improve and expand the urban forest that contributes to the uniqueness of Sacramento: the City of Trees.
- Continue to improve air and water quality to ensure a healthy community and region.
- Continue to ensure the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies.

Parks and Recreation

- Maximize public access to and use of the Sacramento and American Rivers and the City's other open space resources.
- Expand and improve existing pedestrian paths and bikeways to promote health, recreation, and connectivity between neighborhoods.
- Provide innovative parks and recreational and sports facilities for all of Sacramento's existing and new neighborhoods.
- Promote Sacramento as a cultural destination with arts and open space amenities throughout the city.



Vision and Guiding Principles: *Defining Sacramento's Future*

Services and Facilities



- Provide quality public services, facilities, and infrastructure that are distributed equitably throughout the city.
- Support high quality education and schools.
- Promote joint-use of public facilities to optimize the use of public funds.
- Develop facilities, services, and partnerships to help end homelessness.

DEVELOPMENT OF VISION AND GUIDING PRINCIPLES

The initial public participation components of the General Plan Update (GPU) process, which includes the GPU Focus Group interviews, GPAC interviews, and the first round of Town Hall Forums, have engaged a broad representation of Sacramento's public in thinking about what Sacramento's future can be and ways to achieve it. The Town Hall Forums provided participants an opportunity to identify on survey forms what they felt are the five most important issues to be addressed in the updated General Plan. In addition to issues, public input also provided insight to what participants in the process value.

Across all 14 forums, the five most highly ranked issues are as follows (note that issues 4 and 5 were ranked the same):



1. Safe neighborhoods
2. Mixed-use and higher density developments around light rail stations and along commercial corridors
3. Distribution of affordable housing throughout the City
4. Protection of agricultural land and open space, and improving streetscape quality
5. Amount of affordable housing; improving air quality; and expanding the light rail system

A Planning Issues Report was also prepared that defined key issues brought forward in the first phases of the General Plan Update. The report was based on early input from Focus Group interviews, GPAC Interviews, the Town Hall Forums, the Technical Advisory Committee, Planning Staff, and the Technical Background Report (TBR). The Planning Issues Report and other General Plan documents are available at the General Plan website (www.sacgp.org). The issues Report identifies 14 key issues to be addressed in the update. These issues include:



Vision and Guiding Principles: *Defining Sacramento's Future*

- Smart growth
- Sustainability
- Affordable housing
- Mixed-use, higher density development/infill
- Economic development
- Level of service for roadways
- Service standards for public facilities
- Alternative transportation modes
- Public safety/crime/police service
- Air quality
- Open space/farmland protection
- Natural resource protection
- General Plan implementation
- Streamlined permit processing



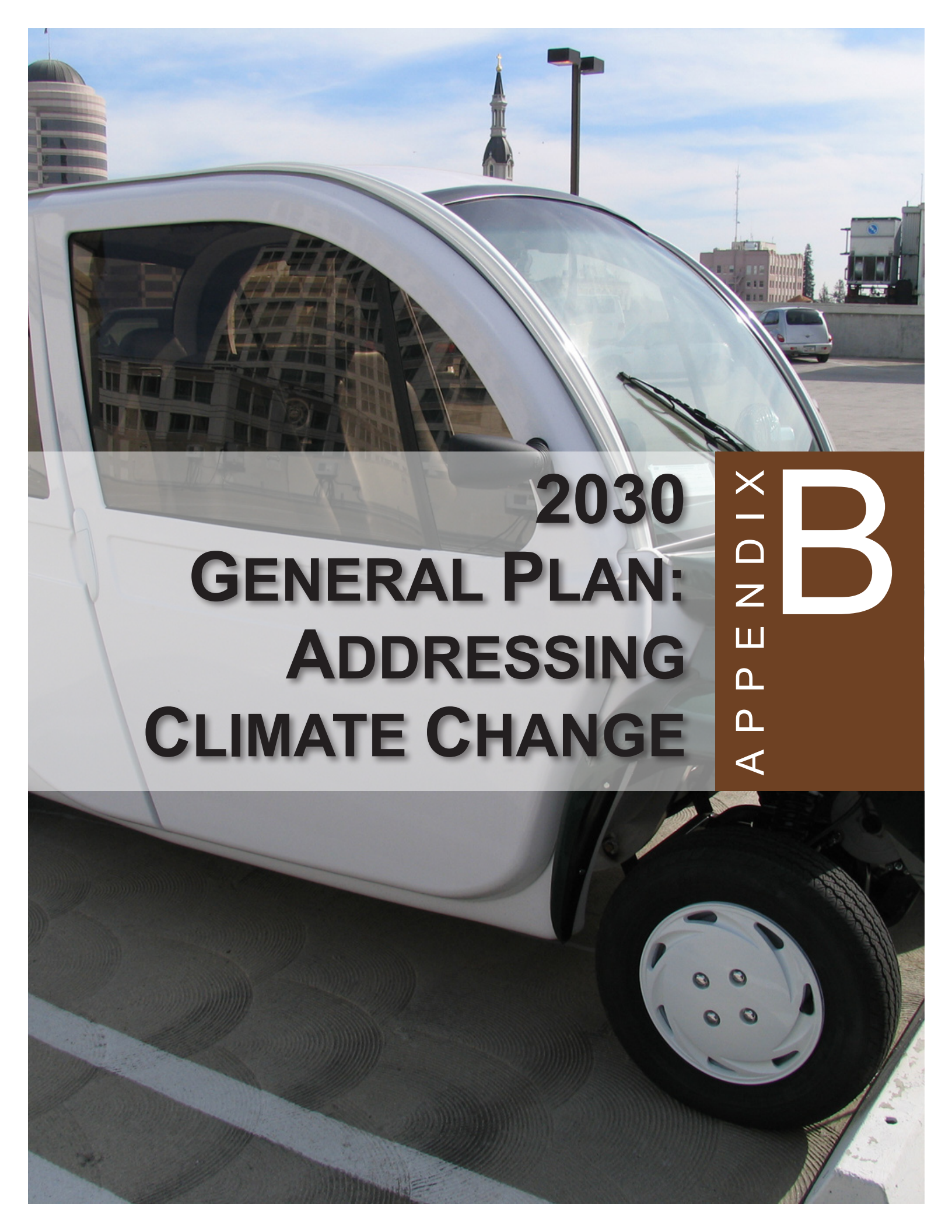
Many of the top issues and values identified in the Town Hall Forums were also key ones identified in other sources. All of these issues and values are reflected in the Vision for Sacramento's future or as Guiding Principles.

The Vision and Guiding Principles also reflect recently adopted City policy. These include such policy statements as the City's Strategic Plan (2005), Infill Strategy (2002), Smart Growth Principles (2001), Civic Standards (2001), Economic Development Strategy Framework (2000), and existing General Plan (including the Preservation Element, 2000, and the Housing Element Update 2003).

Thus, the Vision Statement and Guiding Principles have been informed by public input during the first phase of Town Hall Forums, by key information in the Planning Issues Report, and by existing City policy.



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**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	—

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 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	—

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 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	—

Table B-1 General Plan Goals, Policies, and Implementation Programs That Address Climate Change		
Goals and Policies		Implementation Programs
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.

TABLE B-1 2030 GENERAL PLAN: ADDRESSING CLIMATE CHANGE

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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.

Table B-1 General Plan Goals, Policies, and Implementation Programs That Address Climate Change		
<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	—

TABLE B-1 2030 GENERAL PLAN: ADDRESSING CLIMATE CHANGE

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<i>Goals and Policies</i>		<i>Implementation Programs</i>
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.

Table B-1 General Plan Goals, Policies, and Implementation Programs That Address Climate Change		
<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	—

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 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.

Table B-1 General Plan Goals, Policies, and Implementation Programs That Address Climate Change		
<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.

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 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	—

Table B-1 General Plan Goals, Policies, and Implementation Programs That Address Climate Change		
<i>Goals and Policies</i>		<i>Implementation Programs</i>
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	Table 4-10 #13 Submit an annual report on implementation of the Climate Action Plan. Table 4-10 #15 Develop a public information program to encourage employees to use alternative modes of transportation to get to work.
Environmental Constraints (EC) Element	
Policy EC 2.1.2 Interagency Levee Management	—
Policy EC 2.1.5 Floodplain Requirements	Table 4-11 #3 Update the General Plan for consistency with the Central Valley Flood Protection Plan (required to be adopted by 2012). Table 4-11 #4 Update the General Plan for consistency with AB 162 related to flooding.



FLOOD INSURANCE RATE MAP

APPENDIX
C



The Federal Emergency Management Agency (FEMA) flood zone definitions are provided below as a reference and accompany Figure C 1, City of Sacramento Flood Insurance Rate Map (FIRM), current as of December 2008.

Zone A

Zone A corresponds to areas with a 1-percent annual chance of flooding. Detailed hydraulic analyses are not performed within this zone and no Base Flood Elevations or depths are calculated. Mandatory flood insurance purchase requirements apply.

Zone A99

Zone A99 corresponds to areas with a 1-percent annual chance of flooding that will be protected by a Federal flood control system where construction has reached specified legal requirements. No Base Flood Elevations or depths are calculated within this zone. Mandatory flood insurance purchase requirements apply.

Zone AE and Zone A1-A30

Zone AE corresponds to areas with a 1-percent annual chance of flooding. Base Flood Elevations derived from detailed hydraulic analyses are calculated at selected intervals within this zone. Mandatory flood insurance purchase requirements apply.

Zone AH

Zone AH corresponds to areas with a 1-percent annual chance of shallow flooding with a constant water-surface elevation (usually in the form of “ponding”) where average depths are between 1 and 3 feet. Mandatory flood insurance purchase requirements apply.

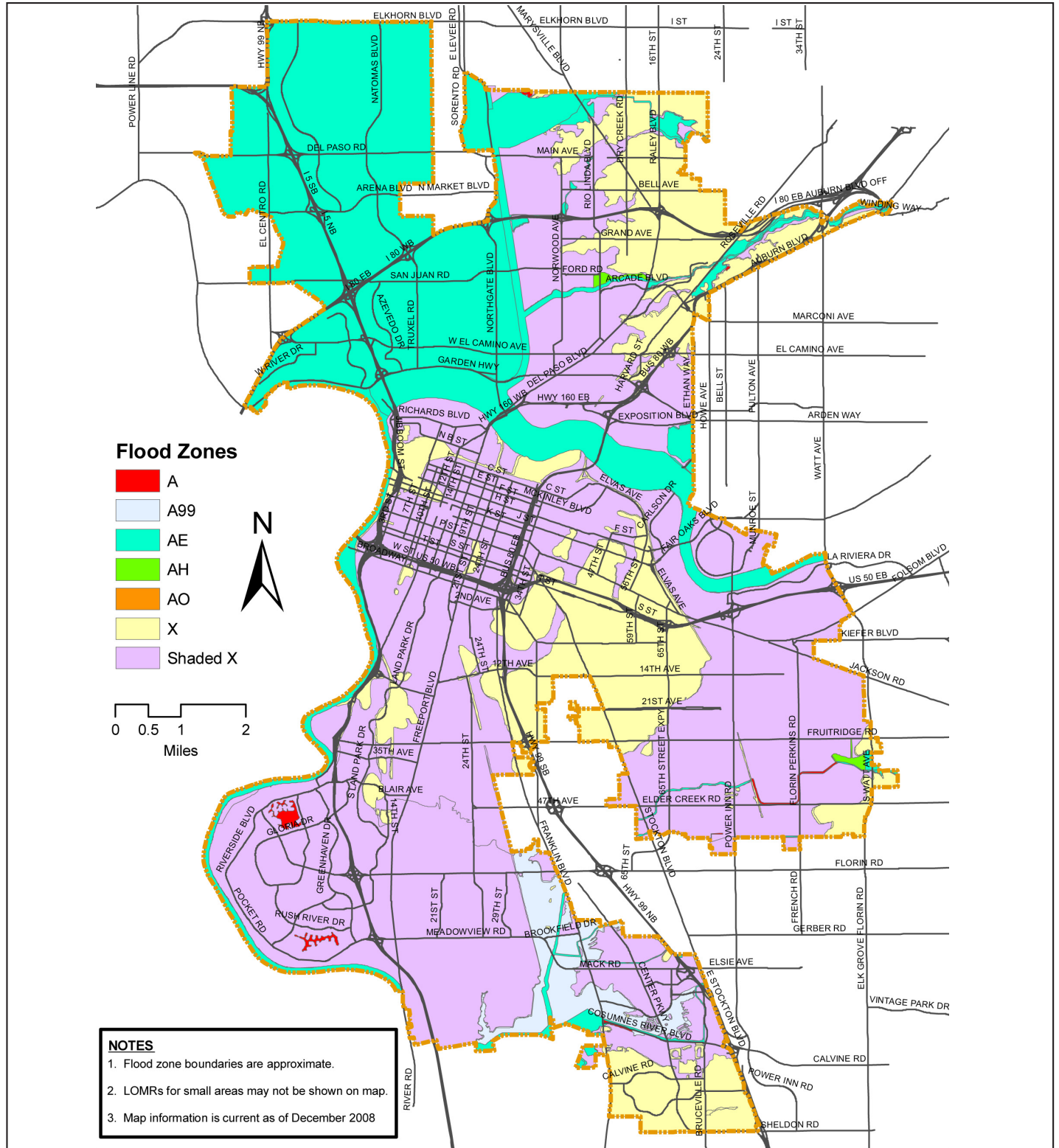
Zone AO

Zone AO corresponds to areas with a 1-percent annual chance of shallow flooding (usually sheet flow on sloping terrain) where average depths are between 1 and 3 feet. In addition, alluvial fan flood hazards are shown as Zone AO. Mandatory flood insurance purchase requirements apply.

Zone X

Zones X and Shaded X correspond to areas of minimal and moderate flood hazard, respectively, both outside the 1-percent annual chance floodplain, 1-percent annual chance sheet flow flooding where average depths are less than 1 foot, 1-percent annual chance stream flooding where the contributing drainage area is less than 1 square mile, or areas protected from the 1-percent annual chance flood by levees. No Base Flood Elevations or depths are calculated within this zone. Flood insurance purchase is not required in these zones.

FLOOD INSURANCE RATE MAP



CITY OF SACRAMENTO
2030 GENERAL PLAN
Figure C 1
City of Sacramento Flood
Insurance Rate Map (FIRM)



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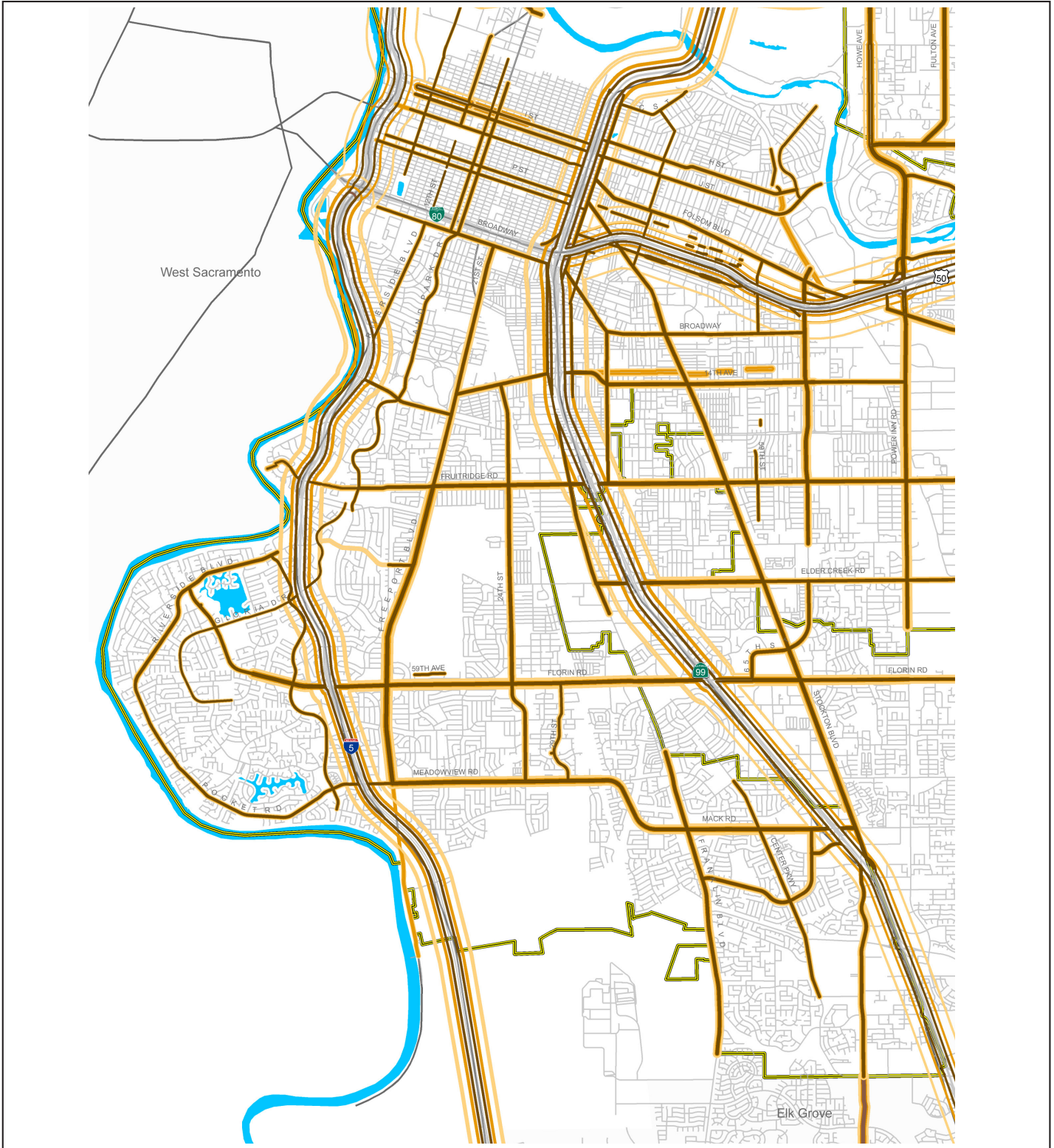


NOISE CONTOURS

GRANITE ROCK CO.

APPENDIX

D



Legend

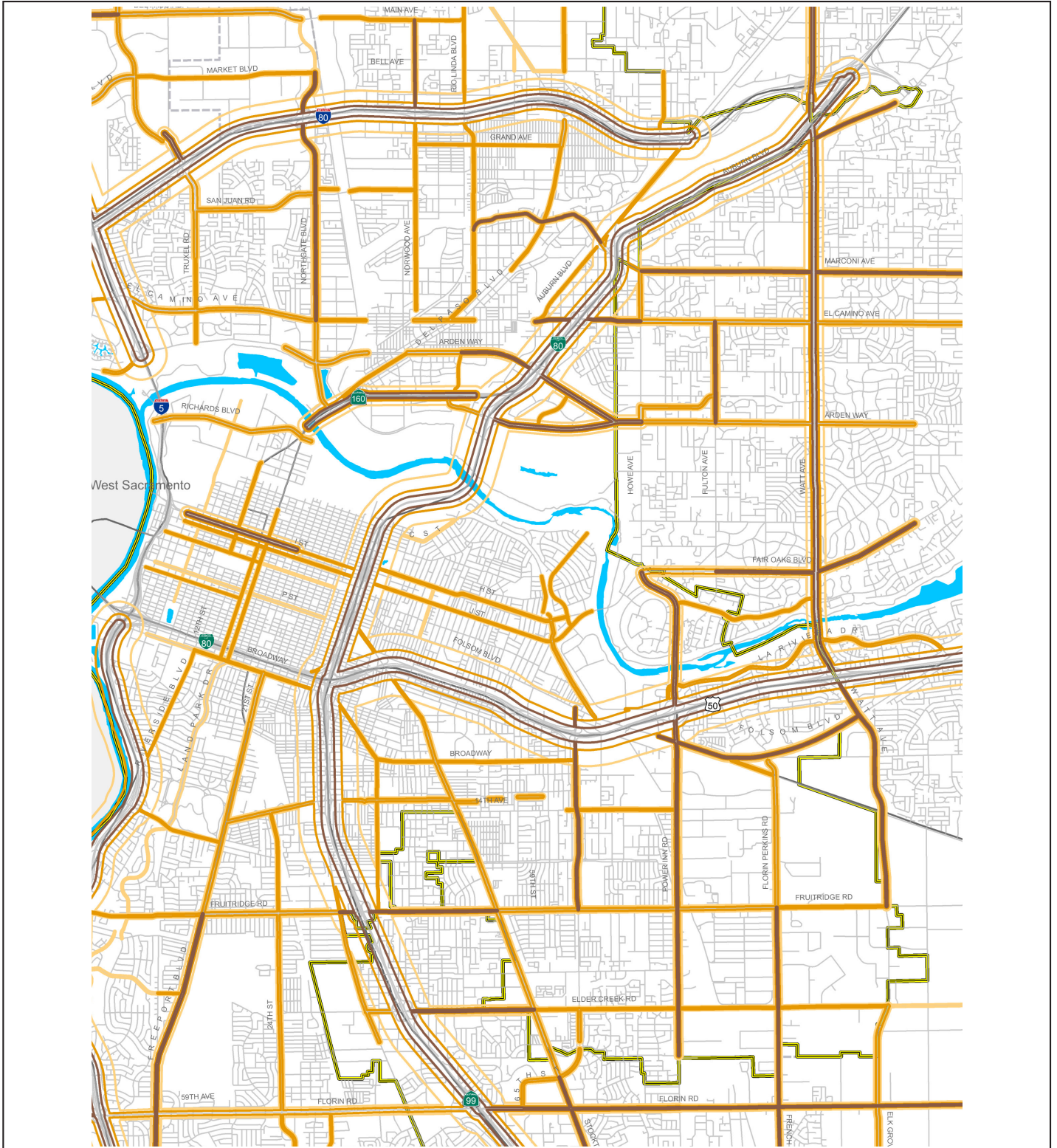
- 70 CNEL
- 65 CNEL
- 60 CNEL
- City Limit
- County Boundary
- Policy Area
- Water

0 0.25 0.5 0.75
Miles

CITY OF SACRAMENTO
2030 GENERAL PLAN

Figure D 1
Existing Roadway
(Section 1 of 3)

NOISE CONTOURS



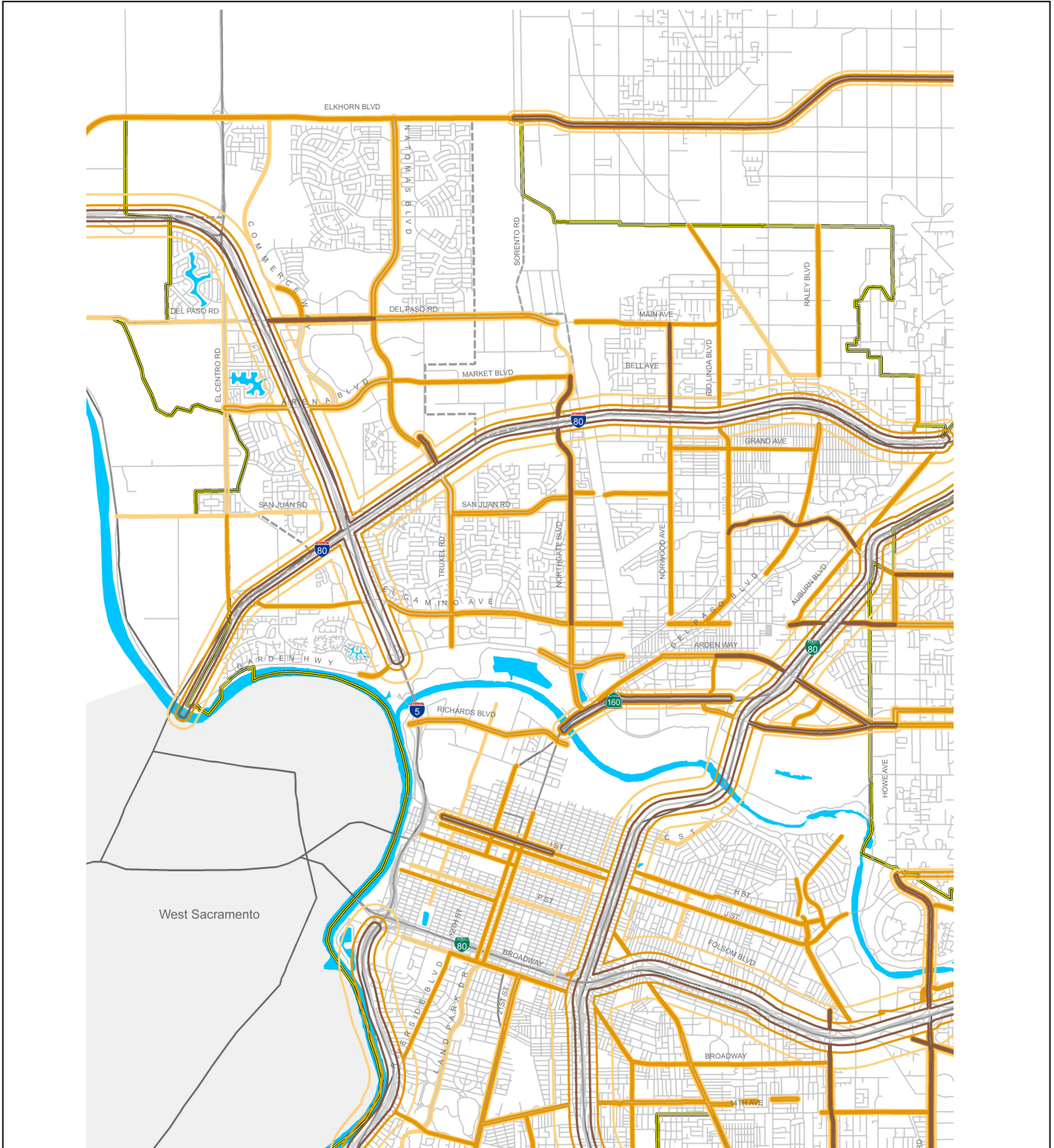
Legend

- 70 CNEL
- 65 CNEL
- 60 CNEL
- City Limit
- Policy Area
- County Boundary
- Water

0 0.25 0.5 0.75
Miles

CITY OF SACRAMENTO
2030 GENERAL PLAN

Figure D 2
Existing Roadway
(Section 2 of 3)



Legend

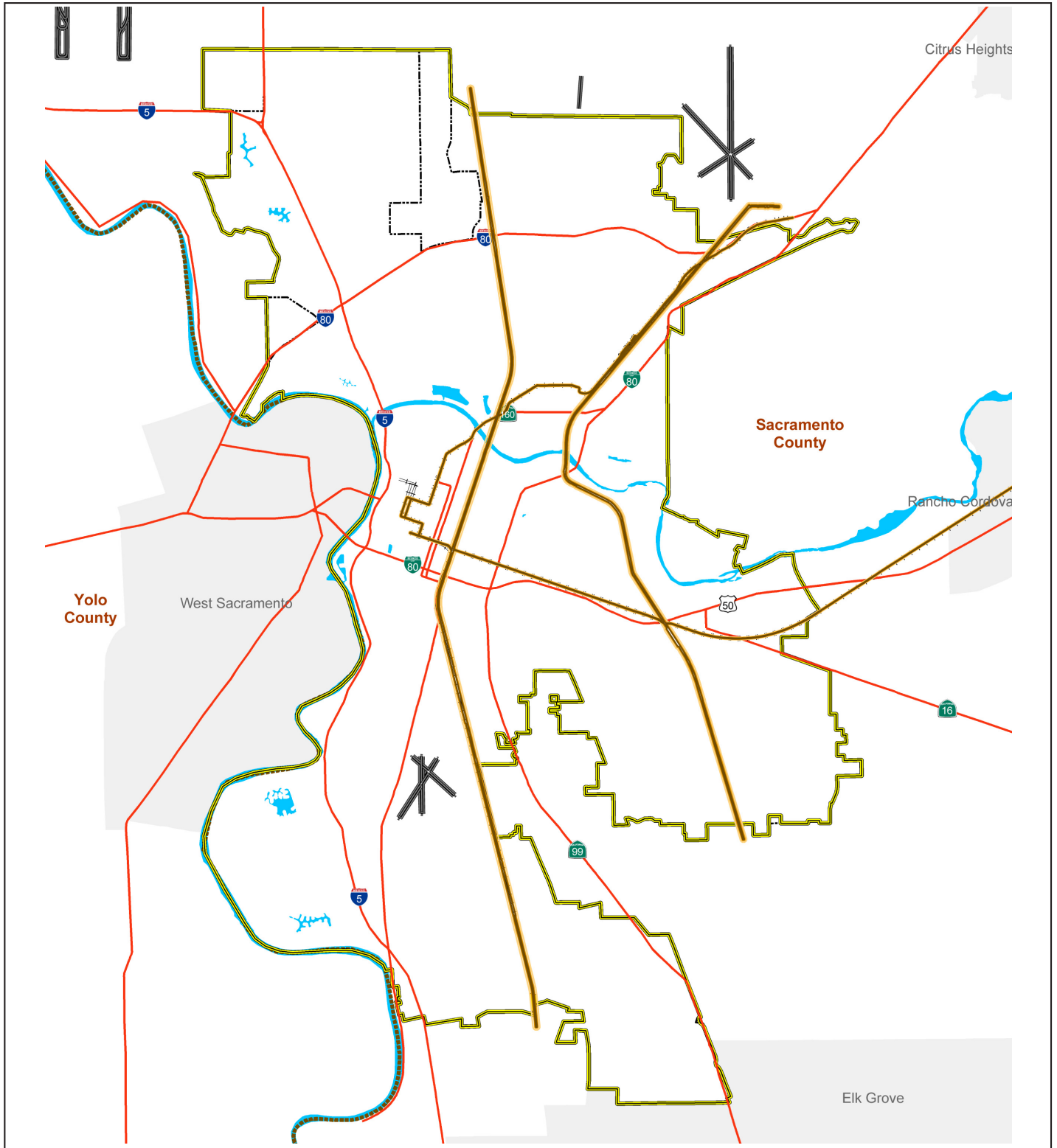
- 70 CNEL
- 65 CNEL
- 60 CNEL
- City Limit
- County Boundary
- Policy Area
- Water

0 0.25 0.5 0.75
Miles

CITY OF SACRAMENTO
2030 GENERAL PLAN

Figure D 3
Existing Roadway
(Section 3 of 3)

NOISE CONTOURS



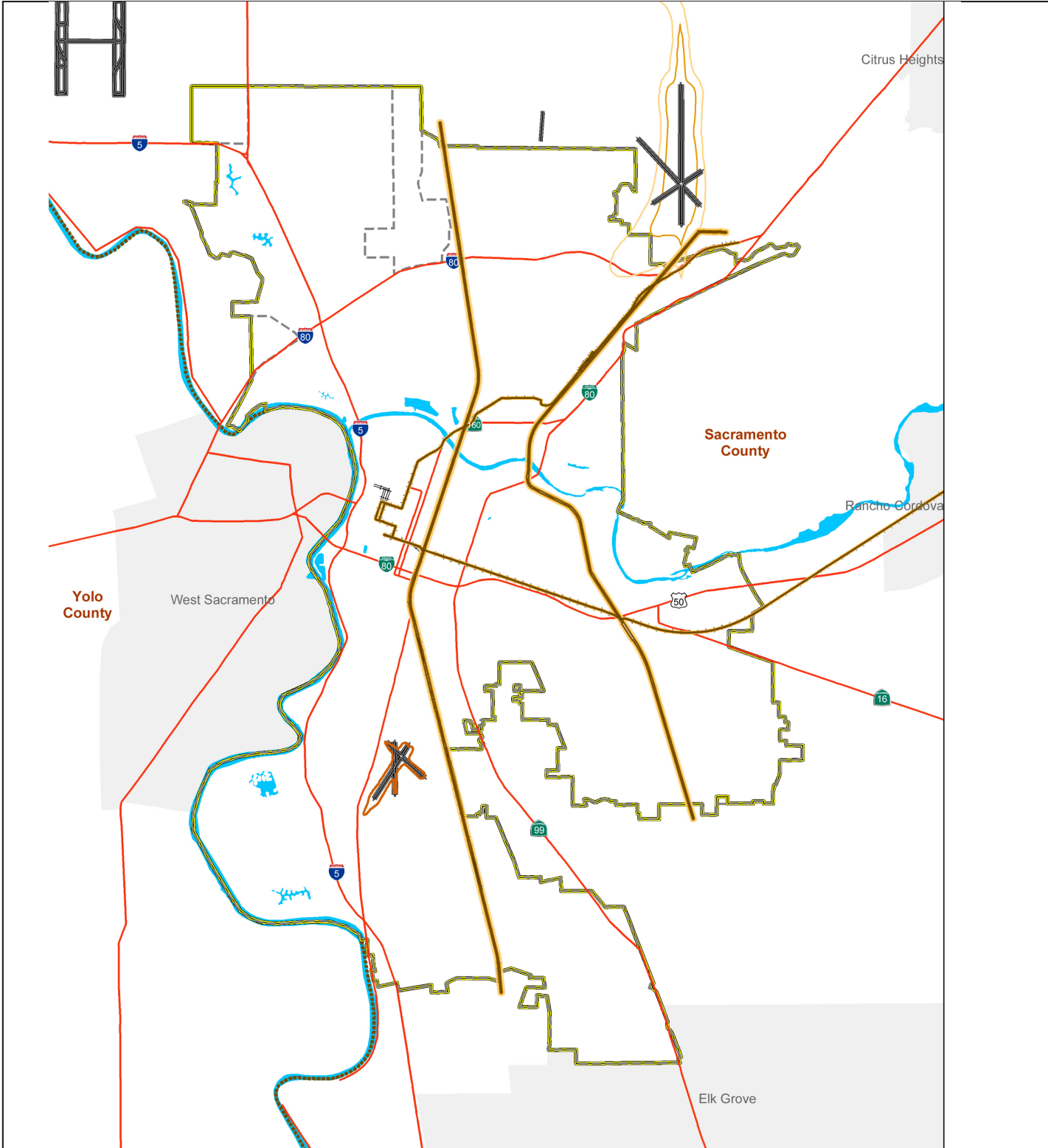
Legend

- 70 CNEL
- 65 CNEL
- 60 CNEL
- ✖ Airport
- Rail Line
- Highway
- ⬜ City Limit
- ⬜ Policy Area
- ⬜ Other City Boundaries
- ⬜ County Boundary
- ⬜ Water

0 0.5 1 1.5
Miles

**CITY OF SACRAMENTO
2030 GENERAL PLAN**

**Figure D 4
Existing Rail**



Legend

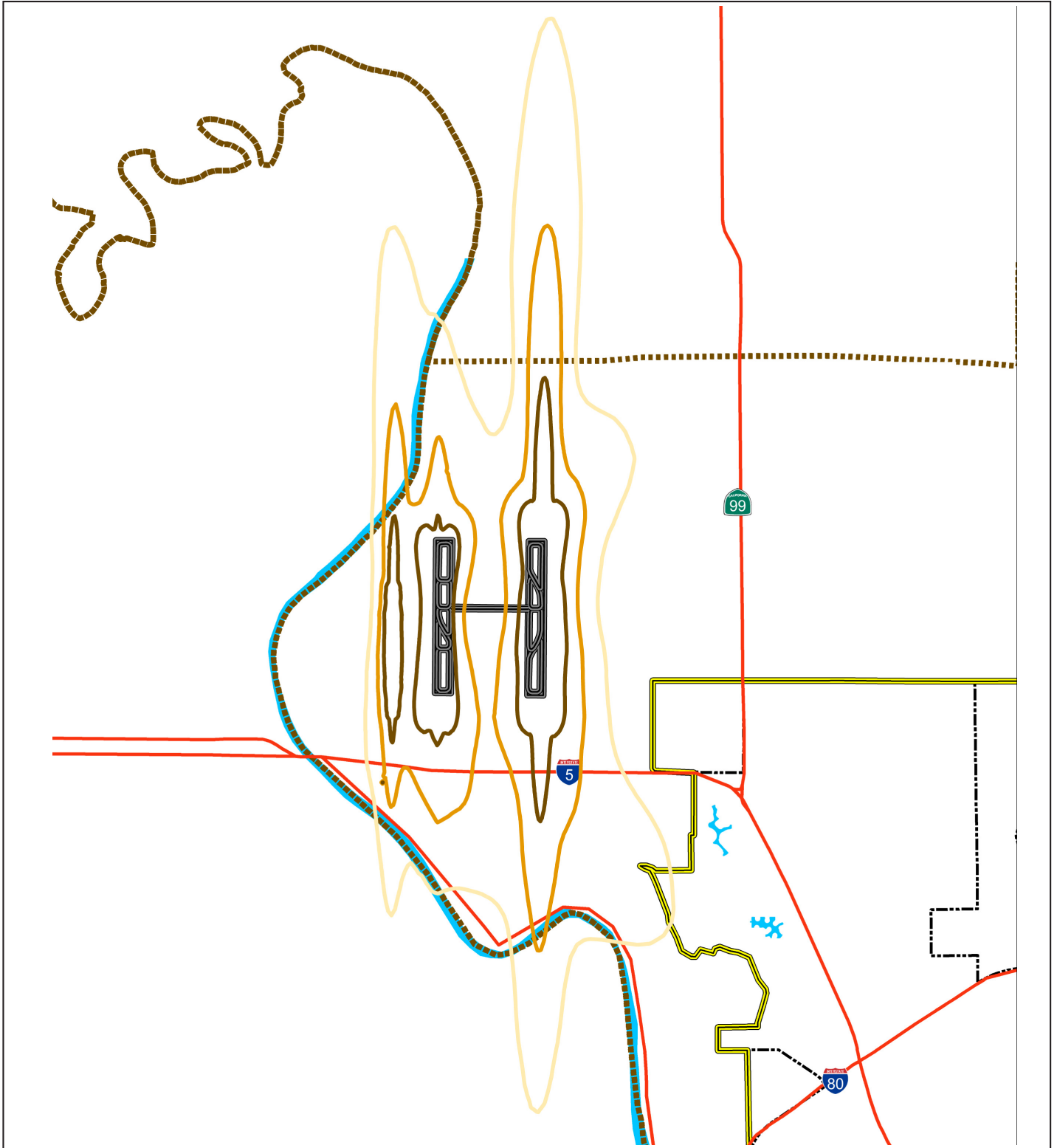
- Executive Airport Noise Contour
- Light Rail Noise Contours**
- 70 CNEL
- 65 CNEL
- 60 CNEL
- McClellan Noise Contours**
- 65 CNEL
- Airport
- Rail Line
- City Limit
- County Boundary
- Other City Boundaries
- Policy Area

0 0.75 1.5
Miles

CITY OF SACRAMENTO
2030 GENERAL PLAN

Figure D 5
Existing Light Rail,
Executive Airport, and McClellan
Airfield Noise Contours

NOISE CONTOURS

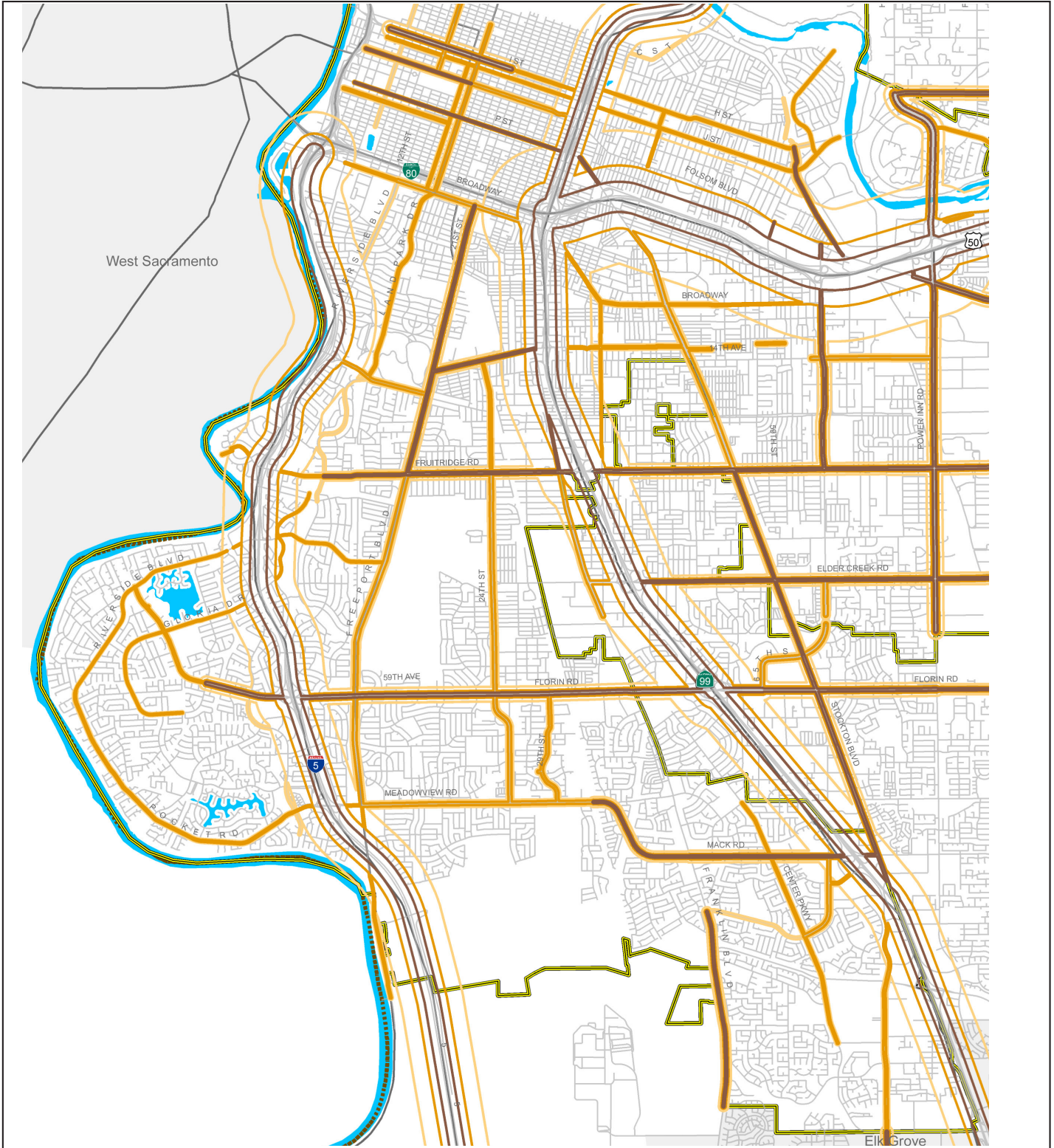


Legend

- 70
- 65
- 60
- Airport
- City Limit
- Policy Area
- Other City Boundaries
- County Boundary
- Water
- Highway

0 0.5 1
Miles

CITY OF SACRAMENTO
2030 GENERAL PLAN
Figure D 6
Existing Sacramento
International Airport



Legend

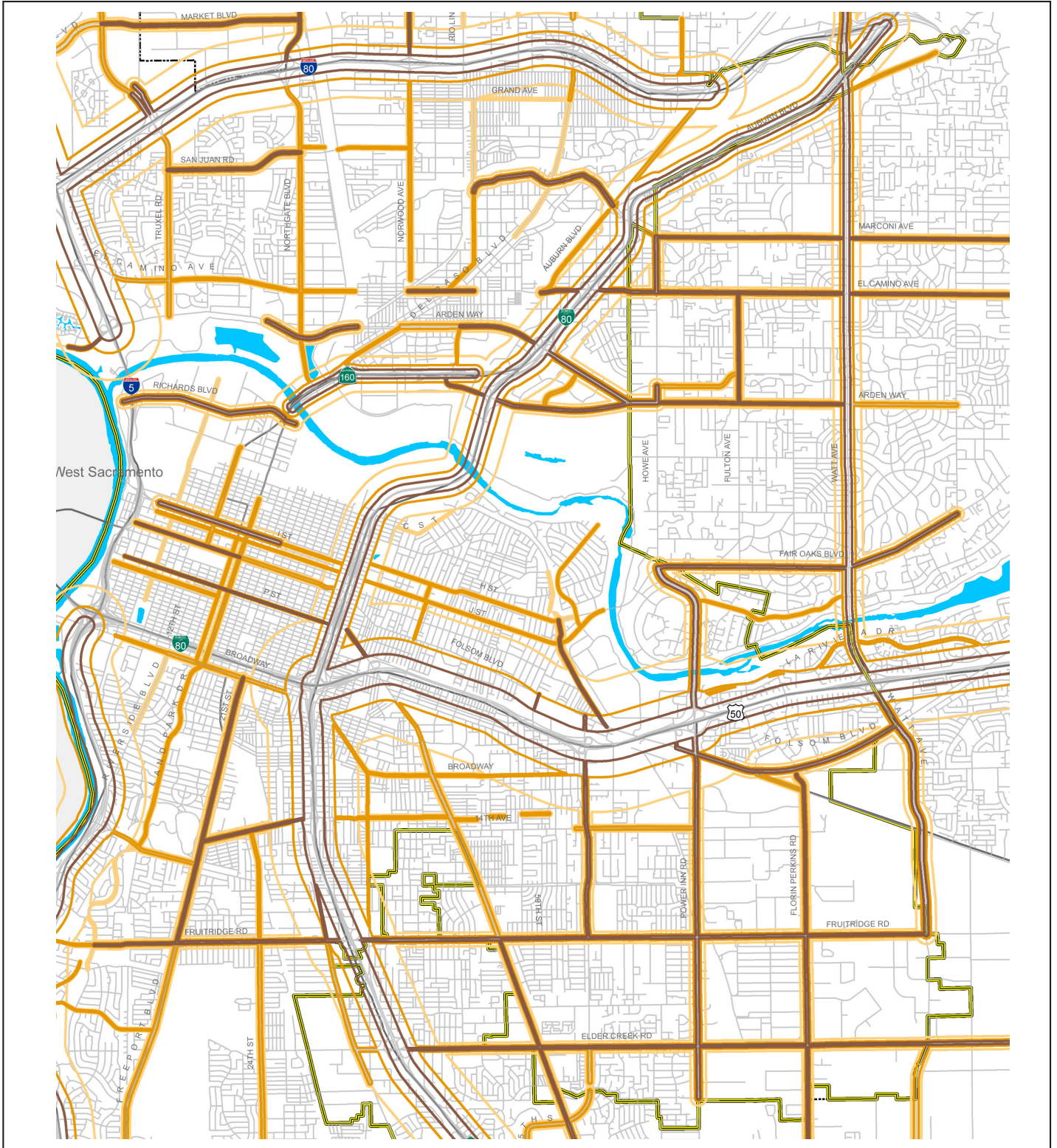
- 70 CNEL
- 65 CNEL
- 60 CNEL
- Policy Area
- City Limit

0 0.25 0.5
Miles

CITY OF SACRAMENTO
2030 GENERAL PLAN

Figure D 7
Future Roadway
(Section 1 of 3)

NOISE CONTOURS



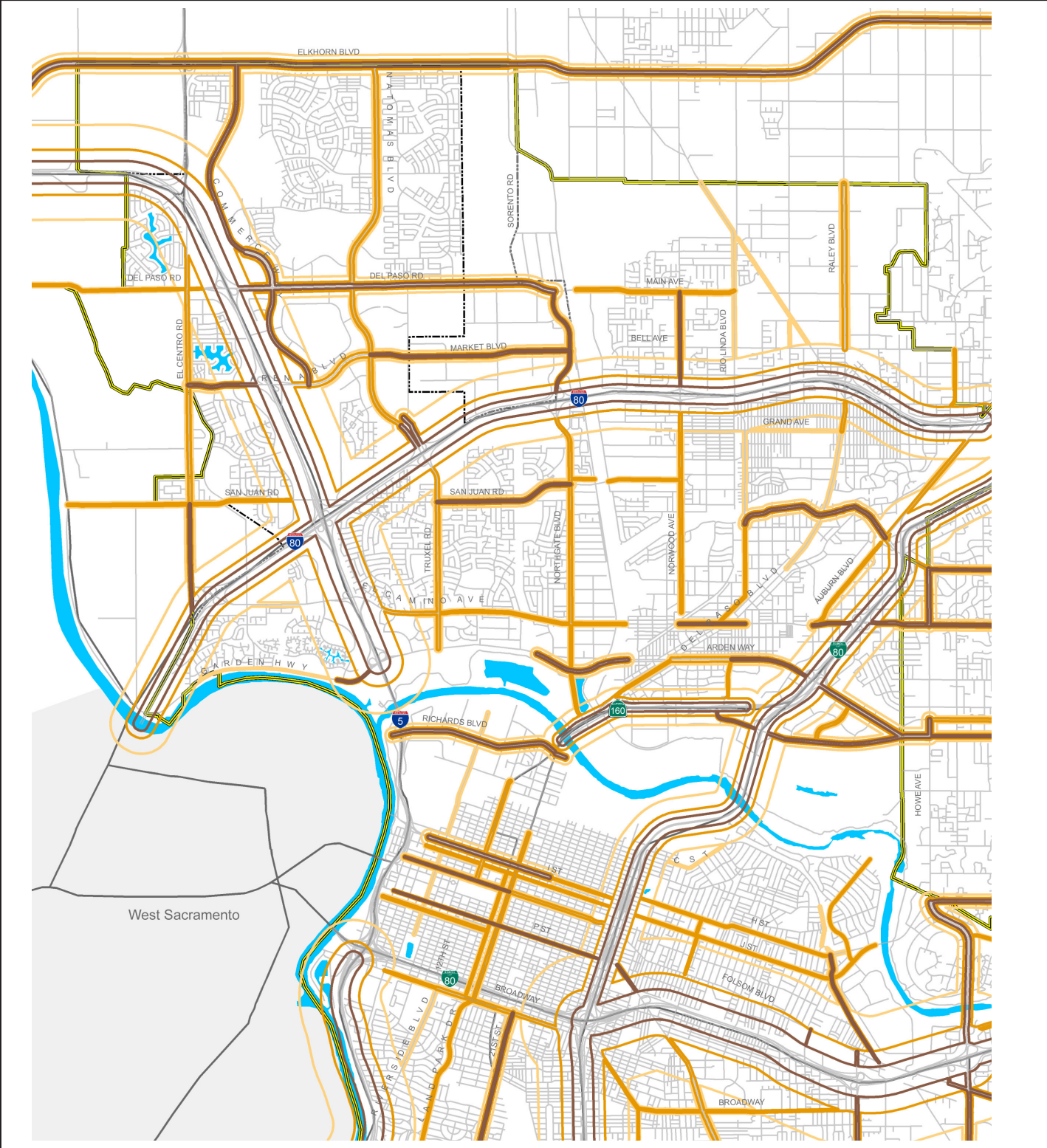
Legend

- 70 CNEL
- 65 CNEL
- 60 CNEL
- Policy Area
- City Limit

0 0.25 0.5
Miles

CITY OF SACRAMENTO
2030 GENERAL PLAN

Figure D 8
Future Roadway
(Section 2 of 3)



Legend

- 70 CNEL
- 65 CNEL
- 60 CNEL
- Policy Area
- City Limit

0 0.25 0.5
Miles

CITY OF SACRAMENTO
2030 GENERAL PLAN

**Figure D 9
Future Roadway
(Section 3 of 3)**



GLOSSARY & ACRONYMS

APPENDIX

E



Glossary

The definitions in the glossary were compiled from a variety of sources including the 2030 General Plan Background Report, City planning documents, Sacramento City Code (SCC), and outside sources. Sources other than those produced by the City of Sacramento are noted in parenthesis after the definition.

A

Acres, Gross. The total area of a site including portions that cannot be developed (e.g., right-of-way, open space).

Acres, Net Developable. The total area of a site excluding portions that cannot be developed (e.g., right-of-way, open space). Sometimes referred to as the “buildable” area of the project.

Adaptive Reuse. A method by which a building is adapted to a different use from its original use, while its general physical form is retained.

Airport Land Use Commission (ALUC). Responsible for developing and maintaining comprehensive land use plans (CLUPs) to protect public health and safety, ensuring compatible land uses in the areas around each airport, and ensuring consistency between local land use plans and comprehensive land use plans for airport areas. The Sacramento Area Council of Governments serves as the ALUC for Sacramento, Sutter, Yolo, and Yuba Counties.

Alternative Fueling Station. Refueling stations offering alternative fuels such as compressed natural gas, biofuels, hydrogen, or electricity.

Alternative Planning Strategy (APS). Plan that is prepared and adopted by a Metropolitan Planning Agency (MPO) that cannot meet its GHG reduction targets through a Sustainable Communities Strategy (SCS). An APS is not part of the Regional Transportation Plan, however it must be consistent with the Regional Housing Needs Allocation (RHNA) established by the Council of Governments (COG). An APS must show how regional greenhouse gas emissions targets from automobiles and light trucks would be achieved and regional housing needs met through alternative development patterns, infrastructure, or additional transportation measures or policies. City plans and ordinances are not required to be consistent with an APS, however development projects that are found to be consistent with an SCS are eligible for CEQA streamlining.

Asset Management Program. A program for managing infrastructure assets to minimize the total cost of owning and operating these assets. It combines engineering principles with business practices and economics to provide the tools and facilitate an organized approach to decision-making for both short- and long-range utility plans.

B

Best Management Practices (BMP). A policy, rule, or regulation that results in greater efficiency or benefits than from standard practices.

Building and Other Codes. Building construction regulation as enforced by the most recently updated codes in Title 15 of the Municipal Code, International Building Code, Uniform Mechanical Code, Uniform Plumbing Code, California Historical Building Code, and National Electrical Code.

Build-out. Development of land to its full potential or theoretical capacity as permitted under current or proposed planning designations or zoning.

Business Improvement Districts (BID) or Property-based Business Improvement District (PBID). A technique for local businesses to partner in implementing improvements that better the local business area, such as streetscape improvements and building renovation programs.

Bus Rapid Transit (BRT). An enhanced bus system that operates on bus lanes or other transit ways to combine the flexibility of buses with the efficiency of rail. BRT operates at faster speeds, provides greater service reliability, increased customer convenience, and through a combination of advanced technologies, infrastructure, and operational investments, provides more efficient service than traditional bus service. (Federal Transit Administration)

Bus Transit Center. A bus facility where two or more major bus lines intersect. The center is designed to allow easy bus movement and adequate staging areas.

C

California Department of Fish and Game (CDFG). The California Department of Fish and Game maintains native fish, wildlife, plant species, and natural communities for their intrinsic and ecological value and their benefits to people. This includes habitat protection and maintenance in a sufficient amount and quality to ensure the survival of all species and natural communities. The department is also responsible for the diversified use of fish and wildlife including recreational, commercial, scientific, and educational uses.

California Environmental Quality Act (CEQA). A state law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an environmental impact report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project.

California Historical Building Code (CHBC). A provision of the Building Code for qualified historical structures that allows the Building Official certain discretion related to regular code requirements in order to preserve historic fabric or significant features of the property.

California Native American Heritage Commission (NAHC). The governor-appointed nine-member commission charged with identifying and cataloging places of special religious or social significance to Native Americans and known graves and cemeteries of Native Americans on private lands. The NAHC also performs other duties regarding the preservation and accessibility of sacred sites and burials and the disposition of Native American human remains and burial items. At least five members must be elders, traditional people, or spiritual leaders of California Native American tribes.

California Register of Historical Resources. A listing of archaeological and historic resources that meet the criteria for designation on the State Register. The program is administered by the State Office of Historic Preservation.

Capital Improvement. A specific undertaking involving procurement, construction, or installation of facilities or related equipment which improves, preserves, enhances or modernizes the City's provision of municipal services, has a useful life of at least five years, and costs in excess of \$20,000.

Capital Improvements Program (CIP). A plan for the implementation and financing of public facilities projects including, but not limited to, a schedule for the commencement of construction, the estimated cost of construction and the payment of facilities benefit assessments.

Capitol Corridor. An intercity passenger rail route serving the Sacramento Valley and the San Francisco Bay Area. The rail line provides service along I-80, I-680, and I-880 freeways to sixteen stations in eight Northern California counties. See also "Regional Rail."

Carbon Footprint. A measure of the impact of human activities on the environment. Carbon Footprint can be measured as the total amount of greenhouse gases (GHG) and carbon dioxide emitted for a product or service within a specific geographic area.

Carrying Capacity. The supportable population of an organism, given the food, habitat, water, and other necessities available within an ecosystem for that organism.

Car Sharing. A form or model of car rental where people rent cars for short periods of time, often by the hour. Payment may either be made on a per-rental or fixed (e.g., weekly, monthly) basis.

Certified Local Government (CLG). A national program designed to encourage the direct participation of a local government in the identification, registration, and preservation of historic and cultural resources located within the jurisdiction of the local government. A local government may become a CLG by developing and implementing a local historic preservation program based on Federal and State standards.

City. City with a capital "C" generally refers to the government or administration of a city ("City of Sacramento"). City with a lower case "c" may mean any city or may refer to the geographical area of a city.

City Council. The City’s legislative body. The popularly elected City Council is responsible for enacting ordinances, imposing taxes, making appropriations, establishing policy, and hiring some city officials. The Council adopts the local General Plan, Zoning Ordinance, and Subdivision Ordinance and other policies and regulations.

Civic Uses. See “Public and Quasi-Public Uses.”

Class I Bike Route. A bike path characterized by complete physical separation from automotive traffic.

Class II Bike Route. A portion of a roadway or shoulder which is separated from traffic lanes by the use of a solid white stripe on the pavement and has been designated for preferential use by bicyclists.

Class III Bike Route. A bicycle route with roadside signs suggesting a route for cyclists, and urging auto users to share the road, but lacking any striping or preferential space for cyclists.

Climate Change. The change in the average weather of the earth that may be measured by changes in wind patterns, storms, precipitation, and temperature.

Combined Sewer System (CSS). Residents who live in certain parts of Sacramento are provided drainage and sewage services through a Combined Sewer System. This system places both sewage and drainage into a single pipe.

Community Development Block Grant (CDBG). A grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for entitlement communities and by the State Department of Housing and Community Development (HCD) for non-entitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

Community Facilities District (CFD). Territory within a district formed pursuant to the Mello-Roos Community Facilities Act of 1982, Government Code Section 53311 et seq. (SCC 3.124.060)

Community Noise Equivalent Level (CNEL). An L_{dn} with an additional 5 dBA “penalty” for the evening hours between 7:00 P.M. and 10:00 P.M. This is essentially a measure of ambient noise.

Community Park. A 10- to 60-acre park or facility developed primarily to meet the requirements of a large portion of the city that may include: a large group picnic area with shade structure, a community garden, a neighborhood/community skate park, restroom, on-site parking, bicycle trail, a nature area, a dog park, and lighted sport fields or sport courts. Specialized facilities may also include: a community center, a water play area, and/or a swimming pool. Smaller community parks may be dedicated to one use, and some elements of the park may be leased to community groups.

Community Plan. A portion of the local General Plan that focuses on a particular area or community within the city. Community plans supplement the policies of the General Plan. There are ten community plan areas in the city of Sacramento, see Part 3.

Community-Supportive Facility. Unique and largely self-contained community-oriented facility that provides a public function and includes a combination of community services and/or educational, cultural, administrative, and recreational uses.

Complete Neighborhood. A neighborhood that promotes livability and safety for residents of all ages, incomes, and cultural backgrounds with characteristics such as: a mix of housing types and housing affordability; one or more nodes or districts of vibrant commercial or civic activity that provide identity for the neighborhood; neighborhood services and facilities including schools, parks, retail (e.g., grocery store, drug store), restaurants and cafes, and community centers or other public meeting hall; employment opportunities accessible by transit; sustainable designs and green infrastructure that respond to climatic demands and conserves scarce resources; extensive tree canopy and attractive landscaping; a sense of personal safety (e.g., low crime rate, short police and emergency response times); an interconnected street network with short blocks and few cul-de-sacs; convenient access to public transportation (e.g., light rail and bus); a complete network of pedestrian, bicycle, transit, and roadway facilities that are connected to adjacent neighborhoods, centers, corridors, and employment; and well-maintained housing and public facilities.

Complete Streets. Streets that include facilities and designs that enable safe access for all users (i.e., pedestrians, bicyclists, motorists and transit riders) of all ages and abilities with characteristics such as comprehensive, integrated, and connected network; balanced design; variety of uses and activities that create a varied streetscape; design that relates well to bordering uses and allows for continuous activity; pedestrian and biking facilities that promote safety and maximize access to bordering uses; aesthetically designed street lights that provide sufficient illumination of sidewalks; consistent landscaping that includes street trees and landscaped medians and sidewalks; sustainable design that minimizes runoff, minimizes heat island effects, responds to climatic demands, and conserves scarce resources; and well-maintained facilities.

Compatible Use. Uses capable of existing together or adjacent to each other without conflict or ill effects.

Conditional Service Agreement. An agreement whereby the City agrees to provide services to an area just outside its boundaries subject to certain conditions, such as shared tax revenue or future annexation.

Consistency, Consistent with. Free from significant variation or contradiction. The various diagrams, text, goals, policies, and programs in the general plan must be consistent with each other, not contradictory or preferential. The term “consistent with” is used interchangeably with “in conformity with.”

Council of Governments (COG). Regional agencies concerned primarily with transportation and housing; they do not directly regulate land use. There are twenty-five COGs made up of elected officials from member cities and counties, including SACOG (Sacramento Area Council of Governments).

County. County with a capital “C” generally refers to the government or administration of a county. County with a lower case “c” may mean any county or may refer to the geographical area of a county (e.g., the county road system).

Crime Prevention Through Environmental Design (CPTED). The design and effective use of the built environment which may lead to a reduction in the fear and incidence of crime, and an improvement of the quality of life. (National Crime Prevention Institute)

Critical Facilities. Facilities serving or housing people in the event of an earthquake or flood, such as hospitals, fire, police, and emergency service facilities; and utility “lifeline” facilities, such as water, electricity, and gas supply, sewage disposal, communications, and transportation facilities.

Cultural Resource. A broad definition for a variety of resources, including archaeological sites, isolated artifacts, Native American cultural properties, and historic buildings, structures, landscapes, sites, and features.

Curb Cut. An interruption in the sidewalk for a driveway.

D

Day-Night Average Noise Level (L_{dn}). A 24-hour average L_{eq} with a 10 dBA “penalty” added to noise levels during the hours of 10:00 P.M. to 7:00 A.M. to account for increased sensitivity that people tend to have to nighttime noise. Because of this penalty, the L_{dn} would always be higher than its corresponding 24-hour L_{eq} (e.g., a constant 60 dBA noise over 24 hours would have a 60 dBA L_{eq} , but a 66.4 dBA L_{dn}).

dBA. Measurement unit for “a-weighted decibels,” which are commonly used for measuring environmental and industrial noise and the potential hearing damage associated noise health effects.

Demographics. Characteristics of a population, including age, sex, income, race/ethnicity, occupation, and housing characteristics.

Dedicated Lanes. Lanes located in different positions relative to the arterial street. See also “Exclusive Transit Lanes.”

Delineation. Defining the physical boundaries of a stream, floodplain, jurisdictional wash, wetland, etc.

Density, Residential. Densities specified in the general plan may be expressed in units per gross acre or per net developable acre. See also “Acres, Gross” and “Acres, Net Developable.”

Development. A man-made change to property, such as buildings or other structures, mining, dredging, filling, grading, paving, excavation, or drilling operations.

Development Agreement. A contractual agreement between the City and a developer that identifies vested rights for a specific development project.

Development Fees. See “Impact Fees.”

Discharge. The amount of water that passes a specific point on a watercourse over a given period of time. Rates of discharge are usually measured in cubic feet per second (cfs).

Dry Utilities. Non-water related infrastructure such as electricity, gas, cable, and phone lines.

Dwelling Unit (DU). A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities), which constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long term basis.

- **Attached Dwelling Unit.** A dwelling unit that shares at least one wall with another dwelling unit.
- **Detached Dwelling Unit.** A dwelling unit erected as a single building with walls at least eight feet in width, and designed for single-family occupancy. (SCC 17.16.010)

E

Earthquake. Perceptible trembling to violent shaking of the ground, produced by sudden displacement of rock below and at the earth’s surface.

Equivalent Energy Noise Level (L_{eq}). Constant noise level that would deliver the same acoustic energy to the ear of a listener as the actual time-varying noise would deliver over the same exposure time. No “penalties” are added to any noise levels during the exposure time; L_{eq} would be the same regardless of the time of day during which the noise occurs.

Erosion. Movement of material (e.g., soil) from one place to another on the earth’s surface. Agents of movement include water, ice, wind, and gravity. See also “Soil Erosion.”

Exclusive Transit Lanes. A lane of traffic reserved for the exclusive use of Bus Rapid Transit, Light Rail, or transit vehicles.

Expansion (Shrink-Swell) Potential. The relative volume change in a soil with a gain in moisture. Expansive soils are those that greatly increase in volume when they absorb water and shrink when they dry out.

Express Bus. A bus service that operates on a faster schedule by not making as many stops as regular bus lines. Express buses usually run between the downtown sections of cities and the more residential suburbs.

F

Family-Friendly Neighborhoods. Neighborhoods with a mix of housing types that accommodate families of all sizes and provide safe and convenient access to schools, parks, and other family-orientated amenities and services.

Fault. A fracture in the earth's crust accompanied by a displacement of one side with respect to the other and in a direction parallel to the fracture.

Federally Mapped Floodplain. A flood prone area that has been mapped and accepted by FEMA as the result of a flood insurance study (FIS). Mapped floodplains are used for flood insurance needs and for other regulatory purposes.

Federal Emergency Management Agency (FEMA). An independent Federal agency established to respond to major emergencies. FEMA seeks to reduce the loss of life and protect property against all types of hazards through a comprehensive, risk-based emergency management program. In March 2003, FEMA became part of the newly created U.S. Department of Homeland Security.

Fenestration. The placement and design of a building's windows.

Flex Space. A relatively new type of commercial building with a variable proportion of office to warehouse space designed to meet the tenant's needs. It is usually characterized by high-end amenities such as professional landscaping and quality architecture.

Flood Control. Various activities and regulations that help reduce or prevent damages caused by flooding. Typical flood control activities include: structural flood control works (such as bank stabilization, levees, and drainage channels); acquisition of flood prone land; flood insurance programs and studies; river and basin management plans; public education programs; and flood warning and emergency preparedness activities.

Flood Insurance Rate Map (FIRM). Maps issued by FEMA that show special flood hazard areas, including the 100-year floodplain. They also show flood insurance rate map zones and other flood-related information applicable to a community.

Flood/Flooding. A general and temporary condition of partial or complete inundation of normally dry land areas.

Floodplain. Any land area susceptible to being inundated by flood waters from any source.

Floodplain Management. A program that uses corrective and preventative measures to reduce flood and erosion damage and preserve natural habitat and wildlife resources in flood-prone areas. These measures include: adopting and administering floodplain regulations; resolving drainage complaints; protecting riparian habitat communities; and assuring effective maintenance and operation of flood control works.

Floodplain Regulations. Adopted policies, codes, ordinances, and regulations pertaining to the use and development of lands that lie within a regulatory floodplain.

Flood Proofing. Any combination of changes to a structure or property such as berms, flood walls, closures or sealants, that reduces or eliminates flood damage to buildings.

Floor Area Ratio (FAR). The ratio of the gross building area on a site, excluding structured parking, to the net developable area of the site. The net developable area is the total area of a site excluding portions that cannot be developed (e.g., right-of-way, public parks, etc.) A site includes all contiguous parcels that will share parking or access.

Floor Plate. A floor of a building, as depicted by a floor plan, encompassing the major building elements on the floor like the exterior enclosing walls, columns, core walls, elevators, stairs, and the like. Usually refers only to core and shell building elements without tenant or occupant fit-up.

Foreign Trade Zone (FTZ). Geographic areas that provide special customs procedures to help offset customs advantages available to overseas producers who compete with domestic industry. Within FTZs, U.S. businesses engaged in international trade-related activities receive duty-free treatment. In addition, duty payment is deferred until items are brought out of the FTZ for sale in the U.S. market. (U.S. Foreign Trade Zone Board)

G

General Plan. A compendium of city or county policies regarding its long-term development, in the form of goals, policies, implementation measures, and maps. The general plan is a legal document required of each local agency by the California Government Code Section 65301 and adopted by the City Council or Board of Supervisors.

Global Warming. See “Climate Change.”

Global Warming Solutions Act of 2006 (Assembly Bill 32). The California State Legislature adopted Assembly Bill (AB) 32 in 2006, which focuses on reducing greenhouse gas (GHG) emissions in California. AB 32 requires the California Air Resources Board (CARB), the state agency charged with regulating state-wide air quality, to adopt rules and regulations that would achieve GHG emissions equivalent to state-wide levels in 1990 by 2020.

Grade Separation. An overpass or tunnel that separates auto, bicycle, and/or pedestrian traffic from major barriers such as freeways, railroads, or rivers.

Grading. Disturbance of existing land contours, usually to create a flat surface for development.

Greenfield. Undeveloped open space and agricultural areas adjacent to developed areas of the city.

Greenhouse Gases (GHG). Gases that trap heat in the atmosphere, analogous to the way a greenhouse retains heat. Common GHGs include water vapor, carbon dioxide, methane, nitrous oxides, chlorofluorocarbons, hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, ozone, and aerosols. The accumulation of GHG in the atmosphere regulates the earth's temperature. Without the natural heat trapping effect of GHG, the earth's surface would be cooler.

Ground Shaking. Caused by seismic activity, ground shaking intensity varies with the magnitude of the earthquake, the distance from the epicenter, and the type of rock or sediment through which the seismic waves move. The strongest ground motion, or ground shaking, typically occurs near the epicenter of the earthquake and attenuates (diminishes) as the seismic waves move away from the epicenter. In general, loose or soft saturated sediments amplify ground shaking more than dense or stiff soils or bedrock materials.

Groundwater. Water within the earth that supplies wells and springs; water in the zone of saturation where all openings in rocks and soil are filled, the upper surface of which forms the water table.

Groundwater Basin. Flow system that has a surface and a subsurface area with defined boundaries, and materials (rocks or unconsolidated deposits) that can store water.

H

Habitat Conservation Plan. A plan that outlines ways of maintaining, enhancing, and protecting a given habitat type needed to protect species; usually includes measures to minimize impacts, and may include provisions for permanently protecting land, restoring habitat, and relocating plants or animals to another area. Required before an incidental take permit may be issued. (U.S. Fish and Wildlife Service)

Hazardous Material. A material that, because of its quantity, concentration, or physical, chemical characteristics poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous waste, and any material which a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment. (California Health and Safety Code 25501)

Hazardous Sites. Refers to those locations where hazardous materials and/or wastes (as defined by California Health and Safety Code Section 25501) may be present in building materials (e.g., including, but not limited to, asbestos, lead-based paint), in containers or pipelines (e.g., underground storage tanks and associated pipelines), or in environmental media (soil, sediment, surface water, groundwater) as a result of historic or existing activities at the location.

Hazardous Waste. A waste or combination of wastes, which because of its quantity, concentration, or physical, chemical, or infectious characteristics may either (a) cause, or significantly contribute to, an increase in mortality or an increase in serious, irreversible, or incapacitating irreversible, illness or (b) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported or disposed of, or otherwise managed. (California Health and Safety Code 25501)

Heritage Tourism. Tourism oriented toward experiencing places, artifacts, and activities that authentically represent the stories and people of the past and present.

Heritage Trees. Any tree of any species with a trunk circumference of 100 inches or more, which is of good quality in terms of health, vigor of growth, and conformity to generally accepted horticultural standards of shape and location for its species.

High-Impact Use. A use that generates disproportionately large environmental impacts such as pollution, noise, or traffic.

Historic. Known or established in the past.

Historical. Of, relating to, or having the character of history.

Historic Preservation. The field of identifying, protecting, and helping to preserve historic and cultural resources, including the maintenance, restoration, and rehabilitation of historically or culturally significant resources.

Historic Resources. Resources listed or eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, and/or the Sacramento Register of Historic and Cultural Resources.

Impact Fees. Fees required by City code, ordinance, resolution or other City law to be paid as a condition of, or prerequisite to, issuance of a building permit for the development of residential uses, as those fees may be amended from time to time. (SCC 17.191.020)

Incidental Take. Take that results from, but is not the purpose of, carrying out an otherwise lawful activity. (U.S. Fish and Wildlife Service)

Incidental Take Permits. A permit issued under Section 10(a)(1)(B) of the Endangered Species Act (ESA) to a non-Federal party undertaking an otherwise lawful project that might result in the take of an endangered or threatened species. Application for an incidental take permit is subject to certain requirements, including preparation by the permit applicant of a conservation plan, generally known as a Habitat Conservation Plan (HCP). (U.S. Fish and Wildlife Service)

Indicator. Data or information that can be analyzed to reflect progress towards a goal or target.

Infill. Development and redevelopment of underused buildings and vacant lots in areas served by existing infrastructure. Development that channels economic growth into existing urban and suburban areas and conserves open space and agriculture at the periphery of the city.

Information Centers of the CHRIS System. The California Historical Resources Information System (CHRIS) includes the statewide Historical Resources Inventory database maintained by the State Office of Historic Preservation and the records maintained and managed, under contract, by twelve independent regional Information Centers.

Infrastructure. Public services and facilities, such as sewage-disposal systems, water supply systems, other utility systems, and roads.

Inter-city Rail. Express train passenger services that cover longer distances than Regional Rail. See also “Regional Rail.”

Intermodal Transportation Facility. Located at the historic Union Pacific Railroad Depot, a regional transportation hub that will serve as the central connection point for passenger rail and future regional rail service, light rail transit, and intercity and local bus service.

J

Joint Powers Authority (JPA). A legal arrangement that enables two or more units of government to share authority in order to plan and carry out a specific program or set of programs that serves both units.

Joint-Use Facility. A public facility that serves multiple purposes (e.g., a drainage detention basin that is an attractive recreational amenity) or provides shared services (e.g., a library shared by a high school and a college).

K

There are no terms to be included.

L

Land Use. The occupation or use of land or water area for any human activity or any purpose defined in the general plan.

L_{dn}. Day-night level descriptor of noise level based on energy-equivalent continuous noise level (L_{eq}) over the whole day with a penalty of 10 dBA for night time noise.

Letter of Map Revision (LOMR). FEMA’s modification to an effective Flood Insurance Rate Map (FIRM), or Flood Boundary and Floodway Map (FBFM), or both. LOMRs are generally based on the implementation of physical measures that affect the hydrologic or hydraulic characteristics of a flooding source and thus result in the modification of the existing regulatory floodway, the effective base flood elevations, or the Special Flood Hazard Areas (SFHA). The LOMR officially revises the FIRM or FBFM, and sometimes the Flood Insurance Study (FIS) report, and, when appropriate, includes a description of the modifications. The LOMR is generally accompanied by an annotated copy of the affected portions of the FIRM, FBFM, or FIS report. (Federal Emergency Management Agency)

Levee. A man-made structure, usually an earthen embankment often reinforced with soil cement, which is designed to contain or divert the flow of water.

Levee Footprint. Distance from the waterside toe to the landside toe of the levee.

Level of Service (LOS). A quality measure describing transportation operating conditions, generally in terms of such service measures as speed and travel time, freedom to maneuver, and traffic interruptions. The transportation LOS system uses the letters A through F to designate different levels, with LOS A representing the best operating conditions and LOS F the worst.

Light-Rail Transit (LRT). A form of urban rail public transportation that use electric rail cars, high- or low-platform loading, multi-car trains or single cars and operate on either shared or exclusive rights-of-way. In the Sacramento area, Sacramento Regional Transit operates the only light rail service.

Light Pollution. Excessive or obtrusive light created by humans.

Linear Park. See “Parkways.”

Liquefaction. A process whereby soil is temporarily transformed to a fluid form during intense and prolonged ground shaking or because of a sudden shock or strain.

Listed Structures Plan and Preservation Area Plan. The 1970s preservation design guidelines plan that used the City’s original terminology for designated historic resources; in 2001, the terminology was updated, and “Listed Structures” was changed to “Landmarks,” and “Preservation Areas” was changed to “Historic Districts.”

Livability Index. An indicators program that will be used by the City of Sacramento to monitor the success of the 2030 General Plan.

Local Agency Formation Commission (LAFCo). A five- or seven-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's LAFCo is empowered to approve, disapprove, or conditionally approve such proposals. The five LAFCo members generally include two county supervisors, two city council members, and one member representing the general public. Some LAFCos include two representatives of special districts.

M

Major Destination. Attractions such as museums and zoos that attract large numbers of visitors.

Maintenance Strip Trees. Privately owned trees located in the maintenance strip (i.e., a utility easement running along the street curb or edge of pavement).

Market Trends. Current economic forces related to the supply and demand for housing, jobs, and commercial lease and sale rates. The evaluation of market trends informs an area's likeliness of developing the economy and supporting land uses.

Medical Center. An institution that provides intensive supervision and/or medically supervised treatment to patients who are generally non-ambulatory such as general and special hospitals, children's treatment centers, extended care facilities for treatment and convalescence, and nursing homes as defined in Health and Safety Code Section 430.12. (SCC 17.16.010)

Metro Pulse Program. A business retention and expansion program, begun in 2008 and managed by the Sacramento Metro Chamber. Metro Pulse provides local businesses with information and resources through connections to economic development agencies and companies throughout the region. Metro Pulse helps companies identify barriers and seek solutions for the survival and growth of local business and sustainability and expansion of the region's economy. See also "Sacramento Metro Chamber." (Metro Pulse)

Mineral Resource Zone (MRZ). Areas classified on the basis of geologic factors without regard to existing land use and land ownership; categorized into four general classifications (MRZ-1 through MRZ-4). Of the four, the MRZ-2 classification is recognized in land use planning because the likelihood for occurrence of significant mineral deposits is high, and the classification may be a factor in the discovery and development of mineral deposits that would tend to be economically beneficial to society.

Mixed-Use Development. Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

Modified Grid Transportation Network. Modified pattern of horizontal and vertical street network. Unlike the traditional grid network found throughout most of Sacramento's Central City, the Modified Grid contains some dead ends or loops. This type of network can be found in older Sacramento neighborhoods such as Land Park and East Sacramento.

Multi-Hazard Emergency Plan. A plan for the City's response to extraordinary emergency situations associated with natural disasters, technological incidents, and nuclear defense operations for areas within the City's jurisdictional boundaries. It provides operational concepts related to various emergency situations, identifies components of the local emergency management organization, and describes the City's overall responsibilities for protecting life and property during an emergency. The plan also identifies possible sources of outside support (through mutual aid and specific statutory authorities) from other jurisdictions, and the private sector.

Multimodal. Descriptive of a neighborhood, center, or corridor that can be conveniently accessed by multiple modes of transportation, for example automobile, transit, bicycle, or walking.

Municipal Bonds. Bond issued by a city government to pay for day-to-day activities or a specific project.

Municipal Services. Services traditionally provided by local government, including water, storm drain and sewer, roads, parks, schools, and police and fire protection.

Mutual Aid Agreements. An agreement between agencies and/or jurisdictions to assist each other in times of emergency or when the other agency's resources can more efficiently respond to calls for service than the agency that is the normal service provider.

N

National Flood Insurance Program. A Federal program that allows property owners to purchase insurance protection against losses due to flooding. In order to participate in this program, local communities must agree to implement and enforce measures that reduce future flood risks in special flood hazard areas.

National Pollutant Discharge Elimination System (NPDES). A national program under Section 402 of the Clean Water Act for regulation of discharges of pollutants from point sources to waters of the United States. Discharges are illegal unless authorized by an NPDES permit. (U.S. Environmental Protection Agency)

National Register of Historic Places. The nation's official list of districts, sites, buildings, structures, and objects significant in national, regional, or local American history, architecture, archaeology, and culture as maintained by the Keeper of the Register, within the Federal Department of the Interior.

GLOSSARY & ACRONYMS

Neighborhood. A planning area commonly identified as such in a community's planning documents, and by the individuals residing and working within the area. Documentation may include a map prepared for planning purposes, on which the names and boundaries of the neighborhood are shown.

Neighborhood Electric Vehicles (NEVs). A battery electric vehicle with a maximum speed of 25 to 35 miles per hour, intended primarily for short neighborhood trips.

Neighborhood Park. A 5- to 10-acre park intended to be used primarily by the people who live nearby, or within walking or bicycling distance of the park. Some neighborhood parks are situated adjacent to an elementary school and improvements are usually oriented toward the recreation needs of children. Park amenities may include: a tot lot; an adventure area; unlighted sport fields or sport courts; and/or a group picnic area; and parking limited to on-street.

Neighborhood-Serving Commercial. Predominantly nonresidential, low to moderate intensity development, that is connected to and integrated with surrounding neighborhoods and streetscapes and provides retail services (e.g., general store, bakery, café, day care center, drug store, dry cleaners, postal annex), limited employment uses (e.g., dental and insurance offices), compatible public and quasi-public uses, and central gathering places.

Neighborhood Traffic Management Program. A community-based program designed to address neighborhood traffic concerns such as speeding and traffic volumes.

New Growth Areas. Existing greenfield areas in the General Plan Policy Area that are designated for development in the General Plan. See also "Greenfield."

Noise. Unwanted sound.

Noise-Sensitive Land Uses. Land uses considered more sensitive to noise than others due to the amount of noise exposure and types of activities typically involved at the land use location such as, residences, schools, motels and hotels, libraries, religious institutions, hospitals, nursing homes, and certain types of parks are more sensitive to noise and are considered noise-sensitive land uses.

North Central Information Center. The regional information center for historic and cultural resources surveys within the State's Cultural and Historic Resources Information System (CHRIS) that is located at California State University, Sacramento.

NO_x (Nitrous Oxides). Any binary compound of oxygen and nitrogen, or a mixture of such compounds.

O

Office of Historic Preservation. The State office headed by the State Historic Preservation Officer, charged with administering the national historic preservation program at the state level. This office also has state responsibility for Certified Local Government programming and management within the State, as well as management of historical resources as mandated by the State of California's Public Resources Code Section 5020 et seq.

Open Space. Natural areas that are set aside for one or several of the following reasons: for preservation of natural resources (e.g., vegetation communities, fish wildlife, and associated habitats); for conservation of the managed production of resources (e.g., agriculture lands, rangelands, woodlands, aggregate deposits); for outdoor recreation; for public health and safety (e.g., water quality basins, flood easements, river levees); for public services (e.g., utility easements, community gardens); for urban form/scenic resources (e.g., community separation/gateways, greenways/highway corridors, and urban reserves).

Opportunity Areas. Subareas of a community plan area that have been identified in the 2030 General Plan for future infill, reuse, or redevelopment.

Ordinance. A law or regulation adopted by a governmental authority, usually a city or county.

Overlay. A land use designation on the land use diagram or a zoning designation on a zoning map that modifies the basic underlying designation in some specific manner.

Oversized Levee Improvements. Increasing the size of the required levee section to improve levee stability and flood protection and to improve river access for recreation.

P

Parapets. Low protective wall or railing along the edge of a roof, balcony, or similar structure; in an exterior wall, the part entirely above the roof. (SCC 17.16.010)

Parkways. Similar to open space areas because they also have limited recreational uses. They are used primarily as corridors for pedestrians and bicyclists, linking residential areas to schools, parks, and trail systems. Parkway are typically linear and narrow and may be situated along a waterway, abandoned railroad or other common corridor. Parkway can also describe other types of transportation corridors without recreational use.

Partnership for Prosperity (PFP). Launched by the Sacramento Area Commercial and Trade Organization (SACTO), Sacramento Metro Chamber, and Valley Vision, the PFP is a broad coalition of more than thirty economic development stakeholder organizations that authored and are implementing

GLOSSARY & ACRONYMS

a 3- to 5-year collaborative economic development strategy for the six-county Sacramento region. The purpose of the collaborative economic development strategy is to maintain the competitiveness of the region by coordinating the goals and resources of groups from many sectors to create a proactive economic vision for the region.

Paseos. A walkway closed to automotive traffic.

Peak Hour. The time period during which the greatest demand occurs on the transportation system in the morning and early afternoon, also known as “rush hour.”

Permeability (Groundwater). Ability of a rock or unconsolidated deposit to transmit water through spaces that connect between grains. The size and shape of the spaces controls how well water transmits, or “flows.”

Place of Use. The area(s) where the use of surface water is authorized under the City of Sacramento’s water rights permits.

Planned Unit Development (PUD). A proposed unified development, consisting at a minimum of a map and adopted ordinance setting forth the regulations governing, and the location and phasing of all proposed uses and improvements to be included in the development.

Plaza. See “Urban Plazas/Pocket Parks.”

PM₁₀ (Particulate Matter). Particulate matter that is 10 micrometers or smaller in size. Some particles are large or dark enough to be seen as soot or smoke. Others are so small they can be detected only with an electron microscope. The production of PM₁₀ comes from a variety of mobile and stationary sources (e.g., diesel trucks, woodstoves, power plants, etc.); their chemical and physical compositions vary widely.

PM_{2.5}. Particulate matter that is 2.5 micrometers or smaller in size. The sources of PM_{2.5} include fuel combustion from automobiles, power plants, wood burning, industrial processes, and diesel powered vehicles such as buses and trucks. These fine particles are also formed in the atmosphere when gases such as sulfur dioxide, nitrogen oxides, and volatile.

Pocket Parks. See “Urban Plazas/Pocket Parks.”

Policy Area. The area directly addressed by the General Plan, the City’s policy area encompasses the city limits and potentially annexable land within its sphere of influence.

Preferential Parking. Reserving “premium parking locations” for carpools and vanpools.

Private Trees. Trees located on private lands not in public right-of-way or on other public lands such as golf courses or parks.

Public and Quasi-public Uses. Institutional, academic, governmental, and community service uses, either owned publicly or operated by non-profit organizations, including private hospitals and cemeteries.

Public Trees. Trees located in the public right-of-way or on other public lands such as golf courses or parks.

Q

Queue Jump. Queue jump lanes are short stretches of bus lanes at traffic-signal controlled intersections. With traffic signal priority, buses in queue jump lanes receive signals to proceed before other traffic at the intersection. Queue jump lanes can be turning lanes or permit buses to move straight through intersections.

Quimby Ordinance. The City is authorized as a condition of approval of a final map or parcel map, pursuant to passage of the 1975 Quimby Act (California Government Code Section 66477), to require a subdivider to dedicate land, pay a fee in lieu thereof, or both, at the option of the city, for park and recreational purposes. The fees collected can be used solely for the acquisition, improvement, and expansion of public parks, playgrounds, and recreational facilities.

R

Redevelopment. The planning, development, re-planning, redesign, clearance, reconstruction, rehabilitation, and provision of residential, commercial, industrial, public, or other structures or spaces as appropriate or necessary, in the interest of the general welfare. (SCC 2.80.030)

Redevelopment Plan. A plan approved by the local redevelopment authority that provides for the reuse or redevelopment of the real property and personal property.

Redevelopment Tax Increment. A method of financing redevelopment in which taxes generated by developments built in early phases of a redevelopment project are reserved solely to finance the later phases of the same redevelopment project.

Regional Housing Needs Plan (RHNP). A quantification by a council of governments or by the State Department of Housing & Community Development of existing and projected housing need, by household income group, for all localities within a region. In the Sacramento region, SACOG approves the RHNP.

Regional Parks. A park or facility developed with a wide range of amenities that are not found in neighborhood or community parks to meet the needs of the entire city population. In addition to those amenities found in neighborhood and community parks, improvements may include: a golf course, marina, amusement area, zoo, and other region-wide attractions. Some facilities in the park may be under lease to community groups. The size of regional parks varies; however, they are generally larger than community parks and/or have destination attraction(s).

Regional Rail. Rail service that connects several cities and towns within one or more metropolitan areas. Also known as Commuter Rail.

Right-of-Way. A linear strip of land reserved exclusively for transportation, including, but not limited to, streets, bike lanes, sidewalks, on-street parking, transit lanes, landscaping, and/or railroad tracks.

Riparian Zone. A stream and all the vegetation on its banks.

Road Diets. A technique whereby travel lanes and/or effective width of the roadway is reduced to decrease automobile speeds and increase opportunities for other modes of transportation such as transit, bicycling, and walking.

Reactive Organic Gases (ROG). Organic compounds that are assumed to be reactive at urban (and possibly regional) scales; organic compounds that are regulated because they lead to ozone formation. ROGs do not include methane.

S

Sacramento Area Commerce and Trade Organization (SACTO). A private, non-profit, and member-supported organization that facilitates economic development for the six-county Sacramento Region. It brings together the organizations, information, and resources to promote regional prosperity and global competitiveness.

Sacramento Metro Chamber. A non-profit agency whose mission is to foster regional economic prosperity. The Metro Chamber is the region's business organization for promoting economic strength throughout the six-county Sacramento region. The Metro Chamber's vision is to be a catalyst in transforming the Sacramento region into an international center for commerce, learning, culture, and recreation. (Sacramento Metro Chamber)

Sacramento Regional Recycling Market Development Zone (SRRMDZ). A partnership of local government, the State of California's Integrated Waste Management Board (CIWMB), and local businesses that designates a geographic area as a Market Development Zone and administers SRRMDZ programs. The Recycling Market Development Revolving Loan Program provides an alternative source of financing for recycling-based businesses, nonprofit organizations, and public entities to increase the diversion of nonhazardous solid waste from California landfills and to promote market demand for secondary and postconsumer materials. SRRMDZ programs use the recycling market to fuel new businesses, expand existing ones, create jobs, and divert waste from landfills through incentives (e.g., relaxed building codes and zoning laws, streamlined local permit processes, reduced taxes and licensing, and increased and consistent secondary material feedstock supply). The Sacramento SRMDZ encompasses all of Sacramento County and the City of West Sacramento's Enterprise Zone in Yolo County.

Sacramento Register of Historic and Cultural Resources. All listed or surveyed historic resources in the city of Sacramento: all individually designated city landmarks; all City-designated historic districts; listings or maps of the properties within two of the City's special planning districts; all properties within the City of Sacramento that are currently listed in the National Register of Historic Places and the California Register of Historical Resources; and a listing of properties that have been surveyed within the City limits that are maintained in the State of California's Historical Properties Directory.

Safety by Design. See "Crime Prevention Through Environmental Design."

Secretary of the Interior's Standards for the Treatment of Historic Properties. Published by the National Park Service, the Standards promote responsible preservation practices that help protect the nation's irreplaceable cultural resources. The four treatment approaches are Preservation, Rehabilitation, Restoration, and Reconstruction. The Standards are neither technical nor prescriptive, but provide philosophical consistency to the work. The City of Sacramento has adopted these Standards for its preservation project reviews.

Seismic. Pertaining to earthquake or earth vibration, including those that are artificially induced.

Short Blocks. A pattern of urban design in which block lengths are short enough to create a comfortable pedestrian environment by providing frequent breaks and allowing multiple paths to destinations. Short blocks are common in Sacramento's Central City and older neighborhoods such as Land Park and Oak Park.

Shovel-Ready. Refers to a development site that has appropriate zoning and infrastructure in place and requires no further infrastructure investment prior to construction.

Single-Loaded Street. Streets that have houses or businesses on only one side.

Smart Growth. The use of comprehensive planning to guide, design, develop, revitalize and build communities that: have a unique sense of community and place; preserve and enhance valuable natural and cultural resources; equitably distribute the costs and benefits of development; expand the range of transportation, employment and housing choices in a fiscally responsible manner; value long-range, regional considerations of sustainability over short term incremental geographically isolated actions; and promotes public health and healthy communities. Compact, transit accessible, pedestrian-oriented, mixed use development patterns and land reuse epitomize the application of the principles of smart growth. Smart growth principles for Sacramento were adopted by the City Council in 2001.

GLOSSARY & ACRONYMS

Soil Erosion. The processes by which soil is removed from one place by forces such as wind, water, waves, glaciers, and construction activity and eventually deposited at some new place. See also “Erosion.”

Sound Exposure Level or Single Event Level (SEL). A descriptor used to characterize the severity of short-duration sound events. SEL is the time-averaged, constant intensity, A-weighted sound level over a one-second reference time that would produce the same sound exposure as the actual time-varying sound over the actual exposure time. In practice, SEL is usually applied in situations where there are multiple sound events, each one having its own characteristic SEL.

Special Assessment District. An area where an assessment is imposed against a property because of a public project that benefits the owners in the defined area (California Government Code Section 16271[d]).

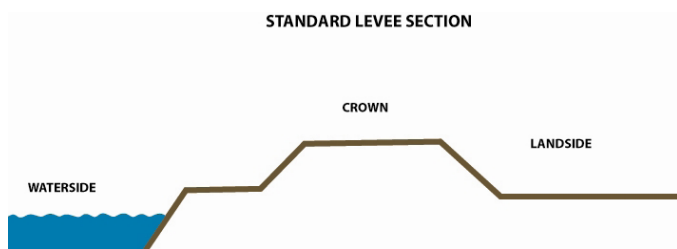
Special Study Area. Those areas outside the General Plan Policy Area that require further study in order to determine whether to designate land uses and growth allocations. See also “Policy Area.”

Special Taxes. A tax levied on property pursuant to Proposition 218. Special tax revenue is used to fund infrastructure improvements and/or public services within the territory of the area in which the tax is levied. Common examples of special taxes include parcel taxes and community facilities district special taxes.

Specific Plan. A legal tool authorized by Article 8 of the Government Code (Section 65450 et seq.) for the systematic implementation of the general plan for a defined portion of a community’s planning area. A specific plan must specify in detail the land uses, public and private facilities needed to support the land uses, phasing of development, standards for the conservation, development, and use of natural resources, and a program of implementation measures, including financing measures.

Sphere of Influence. The probable physical boundaries and service area of a local agency, as determined by the Local Agency Formation Commission of the county.

Standard Levee Section. Generally defined as (1) the waterside, (2) crown, and (3) landside toe of a levee, as shown on the diagram below.



Strategic Plan. A document used by an organization to align its organization and budget structure with organizational priorities, missions, and objectives.

Strategic Neighborhood Action Plan (SNAP). An action-oriented plan reflecting the common goals and priorities for neighborhoods that is developed through a partnership of neighborhood residents, business owners, City staff, and other agencies. In 1999, the Planning Department and Neighborhood Services developed the SNAP process to better understand and address neighborhood issues. SNAPs establish priorities for neighborhood improvement; identify programs to achieve priorities; empower community residents to improve their neighborhoods; identify neighborhood vision for residential infill development; and create programs to facilitate infill development in the area consistent with the neighborhood vision.

State Historical Resources Commission (SHRC). The SHRC is comprised of members who are appointed by the Governor under Public Resources Code 5020.4 and 5020.5. The Commission has broad responsibilities for the statewide historic preservation program that include conducting a statewide inventory of historical resources, establishing criteria for evaluating historic resources, and conducting public hearings to develop and review a statewide historical resources plan.

State Historic Preservation Officer (SHPO). A State official appointed by the Governor under Public Resources Code Section 5020.6 as well as the authority of the National Historic Preservation Act of 1966 charged with administering the national historic preservation program at the state level, and for implementing State mandates pursuant to Public Resources Code Section 5024 et seq. The SHPO serves as the Chief Administrative Officer of the Office of Historic Preservation and Executive Secretary of the State Historical Resources Commission.

Storm Drainage System. A system for collecting runoff of stormwater from land and streets and removing it to appropriate outlets. The system may include inlets, catch basins, storm sewer pipes, channels, detention basins, and pump stations.

Stormwater. Precipitation from rain or snow that accumulates in a natural or man-made watercourse or conveyance system.

Surface Mining and Reclamation Act (SMARA). State law that authorizes and directs local agencies to adopt ordinances establishing procedures for the review and approval of reclamation plans and the issuance of permits to conduct surface mining operations.

Surface Water. Water that flows in streams and rivers and in natural lakes, in wetlands, and in reservoirs constructed by humans.

Sustainable. Community use of natural resources in a way that does not jeopardize the ability of future generations to live and prosper.

Sustainable Communities Environmental Assessment (SCEA). Form of CEQA streamlining for transit priority projects that are found to be consistent with a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy (APS). SCEA contains measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the project required to be identified in an initial study.

Sustainable Communities Strategy (SCS). Plan that is prepared and adopted by a Metropolitan Planning Agency (MPO) as part of the Regional Transportation Plan (RTP). A SCS is designed to achieve goals for the reduction of regional greenhouse gas emissions from automobiles and light trucks and meet regional housing needs through development patterns, infrastructure, and transportation measures or policies. A SCS must be consistent with the transportation improvements and funding mechanisms included in the RTP as well as the Regional Housing Needs Allocation (RHNA) established by the Councils of Governments (COG). City plans and ordinances are not required to be consistent with a SCS, however development projects that are found to be consistent with an SCS are eligible for CEQA streamlining and transportation funding priority.

T

Telecommuting. A work arrangement that allows for flexibility in working location and hours; working at home or working from home.

Telecommute Center. A work center located near an employee's residence. The center is a fully equipped office with computer and other telecommunication connections set up in residential areas where employees can walk, bike, or take an electric vehicle or transit to the telecommuting center instead of commuting to a workplace outside the community. These centers may be set up by a single employer or as a site where multiple employers have employees telecommuting from the same location. They can be incorporated in public facilities as profit generating centers or can be sponsored by employers.

Traffic-Calming Features. Measures taken to slow traffic and/or reduce traffic volumes on neighborhood streets. They include signage and speed limit signs, striping, speed humps, and traffic circles.

Transit-Oriented Development (TOD). A mixed-use district within an average 2,000-foot walking distance of a transit stop and core commercial area. TODs mix residential, retail, office, and public uses in a walkable environment, making it convenient for residents and employees to travel by transit, bicycle, foot, or car.

Transportation Demand Management. Various strategies to reduce the level of single-occupant vehicle use by changing travel behavior (how, when, and where people travel) in order to increase the efficiency of the transportation system and achieve specific planning objectives.

Transportation Impact Analysis. Information, typically in the form of a traffic study, concerning the impacts of a project on the transportation system in order to determine appropriate mitigation measures where impacts exist.

Transportation Management Association. An individual or group responsible for the implementation of Transportation Systems Management (TSM) measures for the purpose of meeting alternative mode requirements for a specific geographical area. (SCC 17.184.020)

Transportation Programming Guide. A comprehensive document that prioritizes the City of Sacramento’s transportation programs and projects.

Trees of Significance. Trees that are significant (i.e., desirable tree species or trees that hold economic or social value) to Sacramento’s urban forest.

U

Underutilized Site/Parcel. A developed parcel that is not reaching its full economic potential as currently developed.

Unified Traveler Information System. Comprehensive phone and Web service that provides one-stop information for all modes of travel.

Unincorporated Area. Land located outside the city limits.

Urban Heat Island Effect. The urban heat island effect is a measurable increase in ambient urban air temperatures resulting primarily from the replacement of vegetation with buildings, roads, and other heat-absorbing infrastructure. The heat island effect can result in significant temperature differences between rural and urban areas. (U.S. Environmental Protection Agency)

Urban. Of, relating to, characteristic of, or constituting a city. Urban areas are generally characterized by moderate and higher density residential development (i.e., three or more dwelling units per acre), commercial development, and industrial development, and the availability of public services required for that development, specifically central water and sewer, an extensive road network, public transit, and other such services (e.g., safety and emergency response). Development not providing such services may be “non-urban” or “rural.”

Urban Forest. All of the trees in the city of Sacramento, both public and private, maintenance strip trees. See also “Public Trees,” “Private Trees,” and “Maintenance Strip Trees.”

Urban Plazas/Pocket Parks. A specialized neighborhood park or facility less than 5 acres in size to be used primarily by persons living, working, or visiting nearby. Likely more appropriate for areas of denser urban and mixed-use development. Amenities may include: smaller scale features such as community gardens, children’s play areas, sitting areas, tables, fountains, hardscape, public art, walkways and landscaping.

U.S. Army Corps of Engineers (USACE). A federal agency of civilian and military engineers, scientists, and other specialists working in engineering and environmental matters to provide quality, responsive engineering services to the United States including planning, designing, building, and operating water resources and other civil works projects (e.g., navigation, flood control, environmental protection, disaster response); designing and managing the construction of military facilities for the Army and Air Force; and providing design and construction management support for other Defense and Federal agencies (i.e., interagency and international services).

U.S. Fish and Wildlife Service (USFWS). A bureau within the Department of the Interior with the mission to work with others to conserve, protect and enhance fish, wildlife and plants and their habitats for the continuing benefit of the American people.

V

Vacant. Parcels of land or buildings that are not actively used for any purpose.

Vernal Pools. Seasonally flooded wetland depressions found in soils with an impermeable layer such as a hardpan, claypan, or volcanic basalt. The impermeable layer allows vernal pools to retain water much longer than the surrounding uplands but the pools are shallow enough to dry up each season. Vernal pools often fill and empty several times during the rainy season. Only plants and animals that are adapted to this cycle of wetting and drying can survive in vernal pools over time. Although generally isolated, they are sometimes connected to each other by small drainages known as vernal swales.

Vision and Guiding Principles. Describes the Sacramento's key values and vision, and sets out guiding principles for the 2030 General Plan; developed based on City Council directives, extensive public input, focus group interviews, and Town Hall Forums during the 2030 General Plan development process.

W

Wildlife Corridors. A strip of habitat connecting wildlife populations separated by human activities (e.g., roads, development, or logging); allows an exchange of individual wildlife populations; and facilitates reestablishment of wildlife populations in isolated areas.

Wetlands. Areas inundated or saturated by surface or ground water at a frequency and duration sufficient to support a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, vernal pools, and similar areas.

XYZ

Zoning. Local codes regulating the use and development of property. A zoning ordinance divides the city or county into land use districts or “zones,” represented on zoning maps, and specifies the allowable uses within each of those zones. It establishes development standards for each zone, such as minimum lot size, maximum height of structures, building setbacks, and yard size.

Zoning Ordinance. Zoning and planning regulations of the City and any amendments, modifications, or revisions heretofore or hereafter made in such regulations. (See Title 17 of the Sacramento City Code)

Acronyms

The list of acronyms below is organized by what part of the 2030 General Plan the acronym appears, along with a list of other acronyms that appear throughout the document.

Part 2: Citywide Goals and Policies

LU	Land Use
HCR	Historic and Cultural Resources
ED	Economic Development
H	Housing (<i>Located in a Separately Bound Document</i>)
M	Mobility
U	Utilities
ERC	Education, Recreation, and Culture
PHS	Public Health and Safety
ER	Environmental Resources
EC	Environmental Constraints

Part 3: Community Plan Areas and Special Study Areas

AA	Arden Arcade
CC	Central City
ES	East Sacramento
FB	Fruitridge Broadway
LP	Land Park
NN	North Natomas
NS	North Sacramento
P	Pocket
SA	South Area
SN	South Natomas
SSA	Special Study Areas

Part 4: General Plan Administration and Implementation

RDR	Regulation and Development Review
MPSP	City Master Plans Strategies and Programs
FB	Financing and Budgeting
PSR	Planning Studies and Reports
SO	City Services and Operations
IGC	Inter-governmental Coordination
JP	Joint Partnerships with the Private Sector
PI	Public Infrastructure

Other Acronyms

A

AB	Assembly Bill
AIA	American Institute of Architects
ALUC	Airport Land Use Commission
APS	Automated Permit System
APS	Alternative Planning Strategy

B

BID	Business Improvement Districts
BMP	Best Management Practices
BRT	Bus Rapid Transit

C

CADA	Capital Area Development Authority
CARB	California Air Resources Board
CBD	Central Business District
CDBG	Community Development Block Grant
CDFG	California Department of Fish and Game
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CFD	Community Facilities District
CH₄	Methane
CHBC	California Historic Building Code
CHRIS	California Historical Resources Information System
CIP	Capital Improvements Program
CLG	Certified Local Government
CLUP	Comprehensive Land Use Plan
CNEL	Community Noise Equivalent Level
CO₂	Carbon Dioxide
CPTED	Crime Prevention Through Environmental Design
CSS	Combined Sewer System

D

dBA	A-Weighted Decibel Scale
DNA	Downtown Natomas Airport
DOT	Sacramento Department of Transportation
DU	Dwelling Unit

GLOSSARY & ACRONYMS

E

EC	Employment Center
EIR	Environmental Impact Report
EOC	Emergency Operations Center
EPA	Environmental Protection Agency

F

FAICP	Fellow American Institute of Certified Planners
FAR	Floor Area Ratio
FBIC	Freeport Boulevard Improvement Committee
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
FTA	Federal Transit Administration
FTZ	Foreign Trade Zone

G

GHG	Greenhouse Gas
GIS	Geographic Information System
GPAC	General Plan Advisory Committee
GPU	General Plan Update

H

HCP	Habitat Conservation Plan
------------	---------------------------

I J K

There are no acronyms to be included.

L

LAFCo	Local Agency Formation Commission
L_{dn}	Day-Night Average Noise Level
LEED	Linking Education and Economic Development
LEED	Leadership in Energy and Environmental Design
LEED-ND	Leadership in Energy and Environmental Design— Neighborhood Development
L_{eq}	Energy-Equivalent Continuous Noise Level
LOMR	Letter of Map Revision
LOS	Level of Service
LRT	Light-Rail Transit

M

MEIR	Master Environmental Impact Report
MOU	Memorandum of Understanding
MRD	Manufacturing Research and Development
MRZ	Mineral Resource Zone
MSR	Municipal Service Review

N

N₂₀	Nitrous Oxide
NAHC	Native American Heritage Commission
NEV	Neighborhood Electric Vehicle
NJVSA	Natomas Joint Vision Study Area
NNCP	North Natomas Community Planning
NPDES	National Pollution Discharge Elimination System
NTMP	Neighborhood Traffic Management Program
NTMP	Neighborhood Traffic Mitigation Program

O

There are no acronyms to be included.

P

PPF	Partnership for Prosperity
PG&E	Pacific Gas and Electric
PM_{2.5}	Particulate Matter that is 2.5 Micrometers
PM₁₀	Particulate Matter
PUD	Planned Unit Development

Q

There are no acronyms to be included.

R

RECO	Residential Energy Conservation Ordinance
RHNP	Regional Housing Needs Plan
ROG	Radioactive Organic Gases
ROW	Right-of-Way
RPP	Residential Permit Parking
RT	Regional Transit
RWA	Regional Water Authority

S

SACOG	Sacramento Area Council of Governments
SACTO	Sacramento Area Commerce and Trade Organization
SAFCA	Sacramento Area Flood Control Agency
SCAS	Sacramento County Airport System
SCEA	Sustainable Communities Environmental Assessment
SCS	Sustainable Communities Strategy
SEL	Sound Exposure Level or Single Event Level
SHPO	State Historic Preservation Officer
SHRA	Sacramento Housing and Redevelopment Agency
SHRC	State Historical Resources Commission
SMAQMD	Sacramento Metro Air Quality Management District
SMARA	Surface Mining and Reclamation Act
SMF	Sacramento International Airport
SMUD	Sacramento Municipal Utilities District
SNAP	Strategic Neighborhood Action Plan
SOI	Sphere of Influence
SRCSD	Sacramento Regional County Sanitation District
SRRMDZ	Sacramento Regional Recycling Market Development Zone
SCVB	Sacramento Convention and Visitor Bureau

T

TAC	Technical Advisory Committee
TAC	Toxic Air Contaminants
TBR	Technical Background Report
TMA	Transportation Management Association
TOD	Transit-Oriented Development
TSM	Transportation Systems Management

U

UCD	University of California, Davis
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service

V W X Y Z

There are no acronyms to be included.



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PHOTOGRAPH/ ILLUSTRATION CREDITS




APPENDIX

F

The City of Sacramento would like to recognize the following individuals, agencies, and organizations that provided photography and/or illustrations for inclusion in the 2030 General Plan. All other photographs, illustrations, diagrams, and graphics were provided by the City of Sacramento and the consultant team.

<i>Location in General Plan</i>					<i>Photograph and/or Illustration</i>
<i>Part</i>	<i>Section</i>	<i>Subsection</i>	<i>Page(s)</i>		
	2	Land Use and Urban Design	Cover	2-4	Michael Zwahlen
	2	Land Use and Urban Design	LU 1 Growth and Change	2-6	Michael Zwahlen
	2	Land Use and Urban Design	LU 1 Growth and Change	2-7	Sacramento Area Council of Governments
	2	Land Use and Urban Design	LU 2 Citywide Land Use and Urban Design	2-20	Michael Zwahlen
	2	Land Use and Urban Design	LU 4 Neighborhoods	2-57	Urban Advantage
				2-58	
	2	Land Use and Urban Design	LU 5 Centers	2-80	Urban Advantage
				2-81	
	2	Land Use and Urban Design	LU 6 Corridors	2-93	Urban Advantage
					
	2	Land Use and Urban Design	LU 9 Open Space, Parks, and Recreation	2-120	The Natomas Basin Conservancy
	2	Economic Development	ED 2 Workforce	2-146	Steve McKay, Sacramento State
	2	Economic Development	ED 2 Workforce	2-147	Mary Weikert, Sacramento State
	2	Mobility	M 3 Public Transit	2-180	Paratransit, Inc.

PHOTOGRAPH/ILLUSTRATION CREDITS

<i>Location in General Plan</i>					<i>Photograph and/or Illustration</i>
<i>Part</i>	<i>Section</i>	<i>Subsection</i>	<i>Page(s)</i>		
	2	Mobility	M 4 Roadways	2-186	Michael Zwahlen
	2	Utilities	U 3 Wastewater Systems	2-226	Sacramento Regional County Sanitation District
	2	Utilities	U 6 Energy Resources	2-238	Sacramento Municipal Utility District www.smud.org
	2	Education, Recreation, and Culture	ERC 5 Museums, Zoos, and Other Major Destination Attractions	2-269	California State Parks Department
 	2	Environmental Resources	ER 2 Biological Resources	2-306 2-309	The Natomas Basin Conservancy
	2	Environmental Resources	ER 3 Urban Forest	2-310	Pictometry International, © 2006.
	2	Environmental Constraints	Cover	2-328	Sacramento Area Flood Control Agency
  	2	Environmental Constraints	EC 2 Flooding Hazards	2-333 2-334 2-335	Sacramento Area Flood Control Agency
	2	Environmental Constraints	EC 3 Noise	2-337	Michael Zwahlen
  	3	North Sacramento Community Plan	N/A	3-NS-29 3-NS-32	Urban Advantage



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