



**ORDINANCE REMOVING MINIMUM OFF-STREET VEHICLE PARKING
REQUIREMENTS**

**INITIAL STUDY FOR A SUBSEQUENT PROJECT UNDER THE 2040 GENERAL
PLAN MASTER EIR**

This Initial Study has been prepared by the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811, pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 *et seq.*), CEQA Guidelines (Title 14, Section 15000 *et seq.* of the California Code of Regulations) and the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento. The Initial Study has been prepared for the purpose of documenting the City's conclusion that the approval of the Ordinance Removing Minimum Off-Street Vehicle Parking Requirements would result in no new significant effects on the environment that were not evaluated in the 2040 Master EIR, certified in connection with adoption of the 2040 General Plan.

ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into the following sections:

SECTION I - BACKGROUND: Provides summary background information about the project name, location, sponsor, and the date this Initial Study was completed.

SECTION II - PROJECT DESCRIPTION: Includes a description of the Ordinance Removing Minimum Off-Street Vehicle Parking Requirements

SECTION III - ENVIRONMENTAL CHECKLIST AND DISCUSSION: Reviews the Ordinance Removing Minimum Off-Street Vehicle Parking Requirements and sets forth the City's conclusion as to whether the project would have additional significant environmental effects (project-specific effects) that were not identified in the Master EIR for the 2040 General Plan.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Identifies which environmental factors were determined to have additional significant environmental effects.

SECTION V - DETERMINATION: States whether environmental effects associated with adoption of the Ordinance Removing Minimum Off-Street Vehicle Parking Requirements are significant, and what, if any, added environmental documentation may be required.

REFERENCES: Identifies source materials that were consulted in preparation of the Initial Study.

SECTION I - BACKGROUND

Project Title: Ordinance Removing Minimum Off-Street Vehicle Parking Requirements

Project Location: Citywide

Project Proponent: City of Sacramento

Project Planner: Ryan Dodge, Associate Planner
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Date Initial Study Completed: February 20, 2025

This Initial Study was prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 *et seq.*). The Lead Agency is the City of Sacramento.

The City of Sacramento, Community Development Department, has reviewed the proposed project (adoption of the Ordinance) and, on the basis of the whole record before it, has determined that the proposed project is an anticipated subsequent project identified and described in the 2040 General Plan Master EIR and is consistent with the 2040 General Plan. See CEQA Guidelines Sections 15175(b)(1) and 15176(d).

The City has prepared the attached Initial Study to review the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the 2040 Master EIR to determine their adequacy for the project, and identify any potential new or additional project-specific significant environmental effects that were not analyzed in the Master EIR and any mitigation measures or alternatives that may avoid or mitigate the identified effects to a level of insignificance, if any. See CEQA Guidelines section 15177(b).

As part of analyzing a subsequent project that is identified in the Master EIR, the City is required to incorporate all feasible mitigation measures or feasible alternatives appropriate to the project as set forth in the Master EIR (CEQA Guidelines Section 15177(d)). Policies included in the 2040 General Plan that reduce significant impacts identified in the Master EIR are identified and discussed. See also the Master EIR for the 2040 General Plan. The mitigation monitoring plan for the 2040 General Plan is included in the adopting resolution for the Master EIR. See City Council Resolution No. 2024-0065.

This analysis incorporates by reference the general discussion portions of the 2040 General Plan Master EIR. (CEQA Guidelines Section 15150.)

The documents that serve as the basis for the Initial Study are available for public review on the City's web site:

The 2040 General Plan and related documents: <https://www.cityofsacramento.gov/community-development/planning/long-range/general-plan/2040-general-plan>

The Climate Action & Adaptation Plan: <https://www.cityofsacramento.gov/content/dam/portal/cdd/Planning/General-Plan/2040-General-Plan/Adopted%20CAAP.pdf>

The 2040 Master EIR: <https://www.cityofsacramento.gov/community-development/planning/environmental/impact-reports>

The City is soliciting views of interested persons and agencies on the content of the environmental information presented in this document. Written comments should be sent at the earliest possible date, but no later than the 30-day review period ending **Monday, March 24, 2025**.

Please send written responses to:

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SECTION II • PROJECT DESCRIPTION

INTRODUCTION

The Project Description section of the Initial Study provides a description of the Ordinance Removing Minimum Off-Street Vehicle Parking Requirements (Ordinance). The Ordinance implements policies in the 2040 General Plan and the 2021-2029 Housing Element that relate primarily to the availability and affordability of housing, but also to the feasibility of new or expanded non-residential land uses and structures, and promotes the use of active modes of transportation, public transit, and high-occupancy vehicles that respond to the needs of the Sacramento community.

Project Location: The Ordinance project area encompasses the City of Sacramento, Sacramento County, California. The Ordinance focuses on removing requirements from the Sacramento City Code for any property to supply off-street vehicle parking. The Ordinance is attached; see Attachment A.

Ordinance: The Ordinance will amend various sections of title 17 of the Sacramento City Code to comply with policy LUP-4.14 Elimination of Vehicle Parking Minimums in the 2040 General Plan. The Master EIR was certified, and the 2040 General Plan adopted, on February 27, 2024, in Resolution No. 2024- 0065. The 2040 General Plan was effective on March 28, 2024.

The Ordinance was identified as a subsequent project of the Master Environmental Impact Report for the 2040 General Plan and Climate Action & Adaptation Plan, in accordance with CEQA Guidelines Section 15176(d). See 2040 General Plan Master EIR, Appendix E, page E-1.

The Ordinance is consistent with the following policies and program supporting expanded housing opportunities and promotes the use of active modes of transportation, public transit, and high-occupancy vehicles:

2040 General Plan Policy LUP-4.14 Elimination of Vehicle Parking Minimums.

The City shall not require new or existing development to provide off-street vehicle parking spaces.

Climate Action & Adaptation Plan TR-2.2 Eliminate parking minimums Citywide, develop parking maximums and require parking management and transportation demand management plans for all areas of the City based on available transportation options, travel patterns, and land use.

2021-2029 Housing Element Program H8. Revisions to Parking Requirements. The City shall consider further eliminating City-mandated parking minimums and explore instituting parking maximums along established transit corridors.

Attachment A: Removing Minimum Off-Street Vehicle Parking Requirements Ordinance

SECTION III - ENVIRONMENTAL CHECKLIST AND DISCUSSION

EXECUTIVE SUMMARY AND MASTER EIR DISCUSSION

Note: The certified 2040 Master EIR consists of both the Draft and Final MEIR documents and will be collectively referred to as the 2040 Master EIR.

The Master EIR identified certain assumptions in its evaluation of the cumulative effects, growth-inducing effects, and irreversible significant effects on the environment that could occur with adoption of the 2040 General Plan:

Draft MEIR, page 1-5:

... the Master EIR does not assume that every parcel in the city would be developed during the general plan period, nor does it assume each such parcel would be developed to the maximum intensity allowed by the general plan. Due to market forces, as well as building and zoning restrictions when applied to specific sites, construction of less than the maximum allowable development identified in a general plan is typical.

The assumptions used in the Master EIR analysis were designed for consistency with the analyses in the adopted 2020 Metropolitan Transportation Plan and Sustainable Communities Strategy (MTP/SCS) prepared by the Sacramento Area Council of Governments (SACOG). For certain technical sections, including traffic, noise, and air quality, the analytical models were used, with appropriate adjustments based on technical analysis, the city's geography, and neighborhoods ...

The assumptions used in this process are considered to be conservative based on a reasonable analysis and substantial evidence.

LAND USE, POPULATION AND HOUSING, AGRICULTURAL RESOURCES, WILDFIRE

Introduction

CEQA requires the Lead Agency to examine the effects of a project on the physical conditions that exist within the area that would be affected by the project. CEQA also requires a discussion of any inconsistency between the proposed project and applicable general plans and regional plans.

An inconsistency between the proposed project and an adopted plan for land use development in a community would not constitute a physical change in the environment. When a project diverges from an adopted plan, however, it may affect planning in the community regarding infrastructure and services, and the new demands generated by the project may result in later physical changes in response to the project.

In the same manner, the fact that a project brings new people or demand for housing to a community does not, by itself, change the physical conditions. An increase in population may, however, generate changes in retail demand or demand for governmental services, and the demand for housing may generate new activity in residential development. Physical environmental impacts that could result from implementing the proposed project are discussed in the appropriate technical sections.

This section of the Initial Study identifies the consistency of the proposed project (Ordinance) with the 2040 General Plan, and considerations of land use designations, plans and policies, and permissible densities and intensities of use, and discusses any inconsistencies between these plans and the proposed project. This section also discusses population and housing, agricultural resources, and wildfire, and the effect of the Ordinance on these resources.

Discussion

Land Use

The Ordinance is consistent with 2040 General Plan Policy LUP-4.14 Elimination of Vehicle Parking Minimums, set forth above. Chapter 3 of the 2040 General Plan, Land Use and Placemaking, as well as the City's Housing Element (2021-2029) address the issue of providing attainable housing and promoting the use of active modes of transportation, public transit, and high-occupancy vehicles for Sacramento residents of all income levels as primary objectives.

The Ordinance implements the City's commitment to development within the area of existing City services and facilities:

LUP-1.1 Compact Urban Footprint. The City shall promote a land- and resource-efficient development pattern and the placement of infrastructure to support efficient delivery of public services and conserve open space, reduce vehicle miles traveled, and improve air quality.

The Draft Master EIR included the following discussions related to combining removing minimum off-street vehicle parking requirements with an overall parking strategy on the referenced pages:

Draft MEIR pg. 2-33:

Deploying a parking management strategy that optimizes the use of existing supply, minimizes the need for the construction of new parking facilities, and promotes the use of active modes of transportation, public transit, and high-occupancy vehicles will advance the City's General Plan objectives. Program components could include adjusting parking management strategies based on goals and needs; adjusting parking meter hours and pricing for effective management; eliminating City-mandated parking minimums; implementing parking maximums along established transit corridors; allowing unbundled parking in conjunction with strategies to reduce the need for private automobiles; incorporating or facilitating technology such as smart-phone apps and wayfinding signage that direct drivers to open parking spaces in real-time, automated and/or stacked parking systems, or parking technologies that improve parking efficiency in mixed-use centers and corridors; supporting the use of alternative modes by providing alternative programs in lieu of monthly parking passes and discounts; and improving branding, communications, and wayfinding signage. Draft MEIR pg. 3-8 includes a policy supporting the project:

Policy LUP-4.10: Multi-Modal Access. The City shall require that new development provide bicycle, pedestrian, and transit access where appropriate to reduce the need for on-site parking and to improve the pedestrian experience within corridors and centers with street trees and landscaping.

Draft MEIR pg. 4.3-18 includes a policy supporting the project:

Policy M-2.14: Parking Supply. The City shall balance on-street and off-street parking supply with objectives for reducing vehicle miles traveled (VMT), improving air quality, supporting economic vitality, and fostering a high quality of life throughout the City.

Final MEIR, page 3-2: Includes the following revision to the Draft MEIR by including a separate policy LUP-4.14: Elimination of Vehicle Parking Minimums. The City shall not require new or existing development to provide off-street vehicle parking spaces.

The essence of the 2040 General Plan land use policies, and the Ordinance, is avoidance of sprawl, and reduction of greenhouse gas emissions that contribute to global warming. As such, the Ordinance is consistent with the general plan and would promote the land use policies as established in the City's policy documents.

Population and Housing

The Ordinance is proposed as part of the City's effort to ensure that meaningful and attainable housing options are available for Sacramento residents of all income levels and to promote the use of active modes of transportation, public transit, and high-occupancy vehicles. The Ordinance responds to the demands of population increases and demographic dynamics that the City will experience in coming years. The Ordinance is not intended to increase population, or reduce or eliminate City controls on the quality of construction or infrastructure; it will help to establish housing and transportation policies that are more effective in meeting the needs of those who are here now, and who will be here in the future, as they seek one of the most basic needs: shelter and travel options.

Development of any new housing stock entails construction, and the attendant disturbance of soil and construction activities, as well as the impacts of new residents. The cumulative impacts of these activities have been considered in the Master EIR, and potential specific effects of the Ordinance will be considered in this document. The Ordinance would not affect the population and related projections that were considered in the 2040 Master EIR, and would, as set forth in the general plan policies and implementing actions, seek to ensure that adequate, and attainable, housing resources and travel options are available to meet the needs of current and future residents.

Agricultural Resources

The 2040 Master EIR discussed the potential impact of development under the 2040 General Plan on agricultural resources (see Draft Master EIR, Chapter 4.2). Development of land within the City limits, including new housing or the use of active modes of transportation, public transit, and high-occupancy vehicles that could be affected by the Ordinance, would not interfere with existing agricultural operations, primarily located in the unincorporated portions of Sacramento County. (Draft Master EIR, page 4.2-13)

To the extent the 2040 General Plan accommodates future growth within the City limits, the conversion of farmland outside the City limits is minimized. The Master EIR concluded that the impact of the general plan on agricultural resources within the City was less than significant. (Impact 4.2-1, Draft MEIR, page 4.2-12). The Ordinance, focused on promoting housing activities in established urban areas, would not result in any new significant effects on agricultural resources.

Wildfire

The 2040 Master EIR does not identify any significant impacts related to wildfire risk. According to the California Department of Forestry and Fire Protection, Fire and Resources Assessment Program (FRAP), the City of Sacramento is located within a Local Responsibility Area (LRA). The City is not located within or adjacent to a State Responsibility Area (SRA) or a designated Very High Fire Hazard Severity Zone (VHFHSZ). Furthermore, residential areas in the city are not located within areas where a substantial wildland-urban interface (WUI) exists. Thus, the risk of wildfire in developed areas of the community and the location of the changes that could occur as a result of adoption of the Ordinance, is minimal. The Ordinance would not create a substantial fire risk for existing development that was not identified in the Master EIR.

Executive Summary, Draft Master EIR, pages ES-1 et seq.

The Draft Master EIR, in compliance with CEQA requirements, included an Executive Summary. The chapter identifies the impacts and alternatives and provides a discussion of the environmentally superior alternative. The Executive Summary is incorporated here by reference.

AESTHETICS

| Issues: | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|---|-----------------------------------|--|--|
| 1. <u>AESTHETICS</u> Would the project: | | | X |
| A) Create a new source of glare that would cause a public hazard or annoyance? | | | |
| B) Create a new source of light that would be cast onto oncoming traffic or residential uses? | | | X |
| C) Substantially degrade the existing visual character of the site or its surroundings? | | | X |

ENVIRONMENTAL SETTING

Chapter 4.1 of the 2040 Draft Master EIR includes an extensive discussion of the environmental setting for aesthetics. The discussion includes identification of potential effects of the adoption and implementation of the 2040 General Plan and the Climate Action & Adaptation Plan, the applicable General Plan policies and, as appropriate, implementation measures. These discussions are incorporated by reference. See CEQA Guidelines Section 15150.

The 2040 Master EIR is available for review online at:

<https://www.cityofsacramento.gov/community-development/planning/environmental/impact-reports>

Existing scenic resources in the City of Sacramento include major natural open space features such as the American River and Sacramento River, including associated parkways. In addition, the State Capitol is a scenic resource within the City defined by the Capitol View Protection Ordinance. The Ordinance would not result in new impacts to any areas of scenic importance beyond those already affected by existing residential regulations. The California Department of Transportation (Caltrans) manages the State Scenic Highway System which provides guidance and assists local government agencies with the process to officially designate scenic highways. Route 160 from Route 4 near Antioch to Sacramento is the only scenic highway in the city. The Ordinance would not affect this scenic highway.

STANDARDS OF SIGNIFICANCE

The significance criteria used to evaluate the Ordinance for impacts to aesthetics are based on Appendix G of the CEQA Guidelines, thresholds of significance adopted by the City in applicable general plans and previous environmental documents, and professional judgment. A significant impact related to aesthetics would occur if the project would:

- Substantially degrade the existing visual character of a site or its surroundings; or
- Create a new source of substantial light or glare that is substantially greater than typical urban sources and could cause sustained annoyance or hazard for nearby sensitive receptors.

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR described the existing visual conditions in the City of Sacramento, and the potential changes to those conditions that could result from development consistent with the 2040 General Plan. See Draft Master EIR, Chapter 4.1, Aesthetics.

The Master EIR identified potential impacts for light and glare (Impact 4.1-3) and concluded that impacts would be less than significant.

ANSWERS TO CHECKLIST QUESTIONS

Questions A through C

Adoption of the Ordinance would not result in any direct physical effects. The Ordinance would not approve any specific construction or development project. The Ordinance is part of the implementation program for the 2040 General Plan and is intended to support the City's efforts to provide safe and attainable housing and promote the use of active modes of transportation, public transit, and high-occupancy vehicles for all current and future residents of the City.

According to the Master EIR, the City of Sacramento is mostly built out, and a large amount of ambient light from urban uses already exists. New development facilitated by buildout of the Sacramento 2040 General Plan could add new sources of light similar to the existing urban light sources from one of the following: exterior building lighting, new street lighting, parking lot lights, and headlights of vehicular traffic. Sensitive land uses would generally be residential uses, including single- and multi-unit residences.

The Ordinance would not have any direct effect on aesthetics. Any development proposal consistent with the Ordinance would be subject to site plan and design review, which includes all aspects of site development, including lighting and landscaping. Project-specific review would ensure that consideration is given to compliance with City design standards and aesthetics of individual site development.

Compliance with applicable General Plan policies would ensure that project development would not result in a public annoyance related to new sources of glare or create new sources of light that would be cast onto oncoming traffic or nearby residential uses. New development permitted by the Ordinance would comply with applicable policies set forth in the General Plan pertaining to land use and the preservation of visual resources, as well as all applicable regulations and standards set forth in the Sacramento City Code.

Adoption of the Ordinance would not create a new source of glare that would cause a public hazard or annoyance or create a new source of light that would be cast onto oncoming traffic or residential uses, and no additional significant environmental effect beyond what was previously evaluated in the Master EIR would occur.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Aesthetics.

AIR QUALITY

| Issues: | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|---|-----------------------------------|--|--|
| 2. <u>AIR QUALITY</u> Would the project: | | | X |
| A) Result in construction emissions of NOx above 85 pounds per day? | | | X |
| B) Result in operational emissions of NOx or ROG above 65 pounds per day? | | | X |
| C) Violate any air quality standard or have a cumulatively considerable contribution to an existing or projected air quality violation? | | | X |
| D) Result in PM10 and PM2.s concentrations that exceed SAMQMD requirements? | | | X |
| E) Result in CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm)? | | | X |
| F) Result in exposure of sensitive receptors to substantial pollutant concentrations? | | | X |
| G) Result in TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources? | | | X |

ENVIRONMENTAL SETTING

Chapter 4.3 of the 2040 Draft Master EIR includes an extensive discussion of the environmental setting for air quality. The discussion includes identification of potential effects of the adoption and implementation of the 2040 General Plan and the Climate Action & Adaptation Plan, the applicable General Plan policies and, as appropriate, implementation measures. These discussions are incorporated by reference. See CEQA Guidelines section 15150.

The 2040 Master EIR is available for review online at:
<https://www.cityofsacramento.gov/community-development/planning/environmental/impact-reports>

The City of Sacramento is located within the Sacramento Valley Air Basin (SVAB), which is a valley bounded by the North Coast Mountain Ranges to the west and the Northern Sierra Nevada Mountains to the east. The terrain in the valley is flat and approximately 25 feet above sea level. The City is located within the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD).

Hot, dry summers and mild, rainy winters characterize the Mediterranean climate of the Sacramento Valley. Throughout the year, daily temperatures may range by 20 degrees Fahrenheit with summer highs often exceeding 100 degrees and winter lows occasionally below

freezing. Average annual rainfall is about 20 inches and snowfall is very rare. Summertime temperatures are normally moderated by the presence of the "Delta breeze" that arrives through the Carquinez Strait in the evening hours.

The mountains surrounding the SVAB create a barrier to airflow, which can trap air pollutants in the valley. The highest frequency of air stagnation occurs in the autumn and early winter when large high-pressure cells lie over the valley. The lack of surface wind during these periods and the reduced vertical flow caused by less surface heating reduces the influx of outside air and allows air pollutants to become concentrated in a stable volume of air. The surface concentrations of pollutants are highest when these conditions are combined with temperature inversions that trap cooler air and pollutants near the ground.

The warmer months in the SVAB (May through October) are characterized by stagnant morning air or light winds, and the Delta breeze that arrives in the evening out of the southwest. Usually, the evening breeze transports a portion of airborne pollutants to the north and out of the Sacramento Valley. During about half of the day from July to September, however, a phenomenon called the "Schultz Eddy" prevents this from occurring. Instead of allowing the prevailing wind patterns to move north carrying the pollutants out of the valley, the Schultz Eddy causes the wind pattern to circle back south. This phenomenon exacerbates the pollution levels in the area and increases the likelihood of violating Federal or State standards. The Schultz Eddy normally dissipates around noon when the Delta breeze begins.

Criteria Air Pollutants

Concentrations of emissions from criteria air pollutants (the most prevalent air pollutants known to be harmful to human health) are used to indicate the quality of the ambient air. Criteria air pollutants include ozone, carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), respirable and fine particulate matter (10 microns in diameter or less [PM₁₀] and 2.5 microns in diameter or less [PM_{2.5}]), and lead. The sources of criteria air pollutants and their respective acute and chronic health impacts are described in Table 1.

Existing Air Quality

The U.S. Environmental Protection Agency (USEPA) has been charged with implementing national air quality programs. USEPA's air quality mandates are drawn primarily from the federal Clean Air Act (CAA), which was enacted in 1970 and most recently amended by Congress in 1990. The CAA required USEPA to establish the National Ambient Air Quality Standards (NAAQS) for the following criteria air pollutants: ozone, CO, NO₂, SO₂, PM₁₀, PM_{2.5}, and lead. CAA also requires each State to prepare a State implementation plan (SIP) for attaining and maintaining the NAAQS. The federal Clean Air Act Amendments of 1990 (CAAA) added requirements for states with nonattainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. Individual SIPs are modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins as reported by their jurisdictional agencies.

The California Air Resources Board (CARB) is the agency responsible for coordination and oversight of State and local air pollution control programs in California and for implementing the California Clean Air Act (CCAA). The CCAA, which was adopted in 1988, required CARB to establish its own California Ambient Air Quality Standards (CAAQS). CARB has established CAAQS for sulfates, hydrogen sulfide, vinyl chloride, visibility-reducing particulate matter, and the above-mentioned criteria air pollutants. In most cases the CAAQS are more stringent than the NAAQS.

The SVAB is currently designated as nonattainment for the NMQS 8-hour ozone standard and the CMOS for both 1-hour and 8-hour ozone (O₃) standard. The SVAB is also currently designated as nonattainment for both NMQS and CMOS 24-hour PM₁₀ standards. In addition, the SVAB is currently designated as nonattainment for the NMQS 24-hour PM_{2.5} standard. The air basin is designated as unclassified or in attainment for the remaining criteria air pollutants (SMAQMD 2019).

Toxic Air Contaminants

According to the California Almanac of Emissions and Air Quality (CARB 2013), the majority of the estimated health risks from toxic air contaminants (TACs) can be attributed to relatively few compounds, the most important being diesel particulate matter (diesel PM). Diesel PM differs from other TACs in that it is not a single substance, but rather a complex mixture of hundreds of substances. Although diesel PM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emissions control system is being used. In addition to diesel PM, the TACs for which data are available that pose the greatest existing ambient risk in California are benzene, 1,3-butadiene, acetaldehyde, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, and perchloroethylene.

The 2040 Master EIR includes a discussion of the sources and health effects of criteria air pollutants, including ozone, carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), respirable particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), and lead. See Draft Master EIR, Chapter 4.3.

Sensitive Receptors

Sensitive receptors include sensitive individuals, such as children or the elderly. Residential dwellings, schools, hospitals, playgrounds, and similar facilities are of primary concern because of the presence of individuals particularly sensitive to pollutants and/or the potential for increased and prolonged exposure of individuals to pollutants.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, air quality impacts may be considered significant if implementation of the Ordinance would result in the following impacts that remain significant after implementation of 2040 General Plan policies:

- Construction emissions of NO_x above 85 pounds per day;
- Operational emissions of NO_x or ROG above 65 pounds per day;
- Violation of any air quality standard or contribute substantially to an existing or projected air quality violation;
- Any increase in PM₁₀ concentrations, unless all feasible Best Available Control Technology (BACT) and Best Management Practices (BMPs) have been applied, then increases above 80 pounds per day or 14.6 tons per year;
- CO concentrations that exceed the 1-hour State ambient air quality standard (i.e., 20.0 parts per million [ppm]) or the 8-hour State ambient standard (i.e., 9.0 ppm); or
- Exposure of sensitive receptors to substantial pollutant concentrations.

Ambient air quality standards have not been established for toxic air contaminants (TAC). TAC exposure is deemed to be significant if:

- TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources.

The foregoing standards of significance for criteria pollutant emissions and TACs are consistent with the thresholds of significance adopted by the SMAQMD.

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR addressed the potential effects of the 2040 General Plan on ambient air quality and the potential for exposure of people, especially sensitive receptors such as children or the elderly, to unhealthy pollutant concentrations. See Draft Master EIR, Chapter 4.3.

Eliminating minimum off-street vehicle parking requirements, as in Policy LUP-4.14, is a major feature of the City's efforts to improve air quality and reduce vehicle emissions. New projects would be required to comply with Goal LUP-4, which calls for walkable, transit-oriented centers and corridors that concentrate new jobs, housing, and entertainment opportunities to support frequent, reliable transit service and foster connected, accessible neighborhoods. Policy ERC-4.3 requires new buildings to incorporate new technologies, materials, and design and construction techniques that minimize air pollution, noise, excess heat, and other forms of pollution. Construction and grading activities that minimize short-term impacts to air quality by employing appropriate measures and best practices, such as the Basic Construction Emissions Control Practices (BMPs) recommended by the Sacramento Metropolitan Air Quality Management District, would be included in planning and building review of specific projects.

ANSWERS TO CHECKLIST QUESTIONS

Questions A through E

Adoption of the Ordinance would not result in any direct physical effects. The Ordinance would not approve any specific construction or development project. The Ordinance is part of the implementation program for the 2040 General Plan and is intended to support the City's efforts to provide safe and attainable housing for all current and future residents of the City.

The Master EIR includes a full discussion of the cumulative effects, growth inducing effects, and irreversible significant effects on the environment of new development, including housing, that could occur as a result of the adoption of the 2040 General Plan. See Draft Master EIR, Chapter 4.3.

The Ordinance includes provisions that allow housing development in areas of the City already planned for housing in the General Plan and Planning and Development Code (City Code, Title 17). No additional exposure of sensitive receptors would occur beyond exposure already anticipated by the City, and discussed and evaluated in the Master EIR.

As specific proposals are received for new housing, or modifications of existing developed parcels, the City would engage in project-specific review pursuant to CEQA to identify any impacts that could occur because of where the project is to be located. This includes identification of impacts that would ordinarily be insignificant because it is located in a particularly sensitive environment, or any project in which unusual circumstances could result in a potentially significant effect.

New development could contribute to local emissions in the area during both construction and operations. In order to evaluate ozone and other criteria air pollutant emissions and support

attainment goals for those pollutants that the area is designated nonattainment, the Sacramento Metropolitan Air Quality Management District has established recommended thresholds of significance, including mass emission thresholds for construction-related and operational ozone precursors, as the area is under nonattainment for ozone. Potential impacts would be evaluated on a project-specific basis, and would include screening procedures and standards of the air district.

Adoption of the Ordinance would result in no additional significant environmental effect beyond what was previously evaluated in the Master EIR.

Question F and G

The California Air Resources Board (CARB) Handbook provides recommendations for siting new sensitive land uses near sources typically associated with significant levels of toxic air contaminant (TAC) emissions, including, but not limited to, freeways and high traffic roads, distribution centers, and rail yards. The CARB has identified diesel particulate matter (diesel PM) from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from diesel PM. Health risks from TACs are a function of both the concentration of emissions and the duration of exposure.

The 2040 General Plan establishes land use designations, including residential, for parcels within the City. The Master EIR included analysis of the potential exposure of residents to toxic air contaminants. See Draft Master EIR, Impact 4.3-3, pages 4.3-25 *et seq.* Adoption of the Ordinance would not result in housing development in areas not anticipated in the General Plan and Master EIR. Development of new housing types would increase the availability of housing in areas already planned for residential development. Any exposure of sensitive receptors to toxic air contaminants has been evaluated in the Master EIR; any new exposure would be evaluated on a project-specific basis.

The proposed project would not result in new exposure of sensitive receptors to substantial pollutant concentrations, or substantially increase the risk of exposure to toxic air contaminants from mobile sources. No additional significant environmental effect beyond what was previously evaluated in the Master EIR would occur.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Air Quality.

BIOLOGICAL RESOURCES

| Issues: | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|--|-----------------------------------|--|--|
| 3. BIOLOGICAL RESOURCES | | | |
| Would the project: | | | |
| A) Create a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected? | | | X |
| B) Result in substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal species? | | | X |
| C) Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands)? | | | X |

ENVIRONMENTAL SETTING

Chapter 4.4 of the 2040 Draft Master EIR includes an extensive discussion of the environmental setting for biological resources. The discussion includes identification of potential effects of the adoption and implementation of the 2040 General Plan and the Climate Action & Adaptation Plan, the applicable General Plan policies and, as appropriate, implementation measures. These discussions are incorporated by reference. See CEQA Guidelines Section 15150.

The 2040 Master EIR is available for review online at:

<https://www.cityofsacramento.gov/community-development/planning/environmental/impact-reports>.

Prior to human development, the natural habitats within the region included perennial grasslands, riparian woodlands, oak woodlands, and a variety of wetlands, including vernal pools, seasonal wetlands, freshwater marshes, ponds, streams, and rivers. Over the last 150 years, agriculture, irrigation, flood control, and urbanization have resulted in the loss or alteration of much of the natural habitat within the City limits. Non-native annual grasses have replaced the native perennial grasslands, many of the natural streams have been channelized, much of the riparian and oak woodlands have been cleared, and most of the marshes have been drained and converted to agricultural or urban uses.

Though the majority of the City is developed with residential, commercial, and other urban development, valuable plant and wildlife habitat still exists. The natural habitats are located primarily outside the City boundaries in the northern, southern and eastern portions of the City, but also occur along river and stream corridors and on a number of undeveloped parcels throughout the City. Habitats that are present in the City include annual grasslands, riparian woodlands, oak woodlands, riverine, ponds, freshwater marshes, seasonal wetlands, and vernal pools.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact would be significant if any of the following conditions or potential thereof, would result with implementation of the Ordinance:

- Creation of a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected;
- Substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal; or
- Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands).

For the purposes of this document, "special-status" has been defined to include those species, which are:

- Listed as endangered or threatened under the federal Endangered Species Act (or formally proposed for, or candidates for, listing);
- Listed as endangered or threatened under the California Endangered Species Act (or proposed for listing);
- Designated as endangered or rare, pursuant to CDFG Code (Section 1901);
- Designated as fully protected, pursuant to CDFG Code (Section 3511, 4700, or 5050);
- Designated as species of concern by U.S. Fish and Wildlife Service (USFWS), or as species of special concern to California Department of Fish and Wildlife (CDFW); or
- Plants or animals that meet the definition of rare or endangered under CEQA.

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

Chapter 4.4 of the Draft Master EIR evaluated the effects of the 2040 General Plan on biological resources within the City. The Master EIR identified potential impacts in terms of degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status birds, through the loss of both nesting and foraging habitat.

Policies in the 2040 General Plan were identified as mitigating the effects of development that could occur under the provisions of the 2040 General Plan. The General Plan encourages the use of benign, responsibly and ethically-sourced, and low-carbon and/or carbon-sequestering building materials and products (Policy LUP-11.7 Building Materials). Private development projects are called upon to consider alternatives to removals of healthy trees whenever feasible and to evaluate the longer-term consequences of the inability to meet tree canopy objectives (Policy ERC-3.3 Tree Protection).

The Master EIR identified the following significant and unavoidable effects related to biological resources:

Impact 4.4-10: The 2040 General Plan, combined with past, present and reasonably foreseeable future projects, could contribute to a regional loss of special-status plant or wildlife species or their habitat.

Impact 4.4-11: The 2040 General Plan, combined with past, present and reasonably foreseeable future projects, could contribute to a regional loss of sensitive natural communities including wetlands and riparian habitat.

ANSWERS TO CHECKLIST QUESTIONS

Questions A through C

Adoption of the Ordinance would not result in any direct effects to biological resources. The Ordinance would not approve any specific construction or development project. The Ordinance is part of the implementation program for the 2040 General Plan, and is intended to support the City's efforts to provide safe and attainable housing for current and future residents of the City, and is focused on areas of the City already planned for residential development.

The Master EIR includes a full discussion of the cumulative effects, growth inducing effects, and irreversible significant effects on biological resources of new development, including housing, that could occur as a result of the adoption of the 2040 General Plan. See Draft Master EIR, Chapter 4.4.

The Ordinance includes provisions that allow housing development in areas of the City already planned for housing in the General Plan and Planning and Development Code (City Code, Title 17).

As specific proposals are received for new housing, or modifications of existing developed parcels, the City would engage in project-specific review pursuant to CEQA to identify any impacts that could occur because of where the project is to be located. This includes identification of impacts that would ordinarily be insignificant because it is located in a particularly sensitive environment, or any project in which unusual circumstances could result in a potentially significant effect. Such circumstances could involve development in or near wetlands, creeks, or vernal pools, and could have project-specific effects on biological resources. These would be identified and evaluated as part of CEQA review of individual development applications.

MITIGATION MEASURES

None required.

FINDINGS

The adoption of the Ordinance would not result in any additional significant environmental effect related to biological resources beyond what was previously evaluated in the Master EIR.

CULTURAL RESOURCES

| Issues: | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|---|-----------------------------------|--|--|
| 4. CULTURAL RESOURCES | | | |
| Would the project: | | | |
| A) Cause a substantial adverse change in the significance of a historical or archaeological resource as defined in Section 15064.5? | | | X |
| B) Directly or indirectly destroy a unique paleontological resource? | | | X |
| C) Disturb any human remains? | | | X |

ENVIRONMENTAL SETTING

Chapter 4.5 of the 2040 Draft Master EIR includes an extensive discussion of the environmental setting for cultural and historic resources. The discussion includes identification of potential effects of the adoption and implementation of the 2040 General Plan and the Climate Action & Adaptation Plan, the applicable General Plan policies and, as appropriate, implementation measures. These discussions are incorporated by reference. See CEQA Guidelines Section 15150.

The 2040 Master EIR is available for review online at:

<https://www.cityofsacramento.gov/community-development/planning/environmental/impact-reports>.

The City of Sacramento and the surrounding area are known to have been occupied by Native American groups for thousands of years prior to settlement by non-Native peoples. Archaeological materials, including human burials, have been found throughout the City, some in deeply buried contexts.

Human burials outside of formal cemeteries often occur in prehistoric contexts. Areas of high sensitivity for archaeological resources, as identified in the 2040 General Plan Background Report (which provides information on the existing environmental setting), are located within close proximity to the Sacramento and American Rivers and other watercourses (City of Sacramento 2015).

The 2040 General Plan land use diagram designates a wide swath of land along the American River as Parks, which limits development and impacts on sensitive prehistoric resources. High sensitivity areas may be found in other areas related to the ancient flows of the rivers, with differing meanders than found today. Recent discoveries during infill construction in downtown Sacramento have shown that the downtown area is highly sensitive for both historic- and prehistoric-period archaeological resources. Native American burials and artifacts were found in 2005 during construction of the New City Hall and historic period archaeological resources are abundant downtown due to the evolving development of the area and, in part, to the raising of the surface street level in the 1860s and 1870s, which created basements out of the first floors of many buildings.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, cultural resource impacts may be considered significant if the implementation of the Ordinance would result in one or more of the following:

- Cause a substantial change in the significance of a historical or archaeological resource as defined in CEQA Guidelines Section 15064.5; or
- Directly or indirectly destroy a unique paleontological resource;
- A substantial adverse change in the significance of such resources; or
- Disturb any human remains.

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR evaluated the potential effects of development under the 2040 General Plan on cultural and historic resources. See Draft Master EIR, Chapter 4.5.

The General Plan requires new development, including any proposals consistent with the Ordinance, to respect context. This includes the City's development review process that respects and responds to the local context, including use of local materials and plant species where feasible, responsiveness to Sacramento's climate, and consideration of cultural and historic context of Sacramento's neighborhoods, corridors, and centers (Policy LUP-8.10). Development would be subject to the City's efforts related to preservation, restoration, enhancement, and recognition of historic and cultural resources throughout the City (Policy HCR-1.1).

The Master EIR identified the following significant and unavoidable effects for historic and cultural resources:

Impact 4.5-1: The 2040 General Plan could result in a substantial change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5.

Impact 4.5-2: The 2040 General Plan could result in a substantial change in the significance of an archaeological resource as defined in CEQA Guidelines Section 15064.5.

Impact 4.5-3: The 2040 General Plan, combined with past, present and reasonably foreseeable future projects, could directly or indirectly destroy or remove an archeological resource.

ANSWERS TO CHECKLIST QUESTIONS

Questions A through C

Adoption of the Ordinance would not result in any direct physical effects. The Ordinance would not approve any specific construction or development project. The Ordinance is part of the implementation program for the 2040 General Plan, and is intended to support the City's efforts to provide safe and attainable housing for current and future residents of the City.

The Master EIR includes a full discussion of the cumulative effects, growth inducing effects, and irreversible significant effects on the environment of new development, including housing, that could

occur as a result of the adoption of the 2040 General Plan and that could affect cultural or historic resources. See Draft Master EIR, Chapter 4.5.

The Ordinance includes provisions that allow housing development in areas of the City already planned for housing in the General Plan and Planning and Development Code (City Code, Title 17). No development that could affect cultural or historic resources beyond that anticipated in the Master EIR would occur.

As specific proposals are received for new housing, or modifications of existing developed parcels, the City would engage in project-specific review pursuant to CEQA to identify any impacts that could occur due either to the presence of known historic resources, or the potential discovery of cultural or historic resources as project development occurs. Any specific proposals within the city's historic districts will need to fully comply with the city's Historic District Plan that include standards, guidelines and criteria consistent with the U.S. Secretary of the Interior Standards for the Treatment of Historic Properties. Any specific proposals involving a landmark parcel would comply with the U.S. Secretary of the Interior Standards for the Treatment of Historic Properties as interpreted by city historic preservation staff or potentially the City's Preservation Commission.

New residential development, or modification of existing residential development, would not result in additional exposure of cultural or historic resources to potentially significant effects. The City's development application process would apply to any new proposed development, and includes review for the presence, and potential presence, of such resources. These measures include stoppage of work upon the discovery of unknown cultural resources, record review prior to project approval, and review by the City's Preservation Director of any changes to buildings that could be historic resources.

The adoption of the Ordinance would not result in any new significant effects to cultural or historic resources beyond that evaluated in the Master EIR.

MITIGATION MEASURES

No mitigation is required.

FINDINGS

No additional significant environmental effects to cultural or historic resources would occur as a result of adoption of the Ordinance.

ENERGY

| Issues: | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|--|-----------------------------------|--|--|
| 5. ENERGY Would the project: | | | |
| A) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation? | | | X |
| B) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | | | X |

ENVIRONMENTAL SETTING

Chapter 4.6 of the 2040 Draft Master EIR includes an extensive discussion of the environmental setting for energy. The discussion includes identification of potential effects of the adoption and implementation of the 2040 General Plan and the Climate Action & Adaptation Plan, the applicable General Plan policies and, as appropriate, implementation measures. These discussions are incorporated by reference. See CEQA Guidelines Section 15150.

The 2040 Master EIR is available for review online at:

<https://www.cityofsacramento.gov/community-development/planning/environmental/impact-reports>.

The areas subject to the Ordinance are within the service area of the Sacramento Municipal Utility District (SMUD). SMUD is a municipal utility that provides electric services to 900 square miles, including most of Sacramento County. PG&E is an investor-owned utility that provides electric and natural gas services to approximately 16 million people within a 70,000- square-mile service area in both northern and central California. SMUD is the primary electricity supplier, and PG&E is the primary natural gas supplier for the City of Sacramento and the project site.

California Green Building Standards Code

The 2022 California Green Building Standards Code, otherwise known as the CALGreen Code (CCR Title 24, Part 11) is a portion of the California Building Standards Code (CBSC) (CCR Title 24), which became effective on January 1, 2023. The purpose of the CALGreen Code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices. The CALGreen Code standards regulate the method of use, properties, performance, types of materials used in construction, alteration repair, improvement, and rehabilitation of a structure or improvement to property. The provisions of the code apply to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure throughout California. Requirements of the CALGreen Code include, but are not limited to, the following measures:

- Compliance with relevant regulations related to future installation of electric vehicle charging infrastructure in residential and non-residential structures;

- Reduction of indoor water use consumption through the establishment of maximum fixture water use rates;
- Outdoor landscaping compliance with the California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), or a local ordinance, whichever is more stringent, to reduce outdoor water use;
- Diversion of 65 percent of construction and demolition waste from landfills; and
- Mandatory use of low-pollutant emitting interior finish materials, such as paints, carpet, vinyl flooring, and particle board.

California Energy Code

The energy consumption of new residential and nonresidential buildings in California is regulated by the State's Title 24, Part 6, Building Energy Efficiency Standards (California Energy Code). The California Energy Code was established by the California Energy Commission (CEC) in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and provide energy efficiency standards for residential and non-residential buildings. CEC updates the California Energy Code every three years with more stringent design requirements for reduced energy consumption, which results in the generation of fewer GHG emissions.

The 2022 California Energy Code was adopted by CEC in August 2022 and applies to projects constructed after January 1, 2023. The 2022 California Energy Code is designed to move the State closer to its net-zero energy goals for new non-residential development such as grocery stores, offices, financial institutions, unleased tenant space, retail space, schools, warehouses, auditoriums, convention centers, hotel/motels, libraries, medical office building/clinics, and theaters to install solar PV systems to offset electricity needs and avoid electricity demand during peak consumption periods on the grid. The California Energy Code is enforced through the local plan check and building permit process. Local government agencies may adopt and enforce additional energy standards for new buildings as reasonably necessary due to local climatologic, geologic, or topographic conditions, provided that these standards exceed those provided in the California Energy Code.

Transportation-Related Regulations

Various regulatory and planning efforts are aimed at reducing dependency on fossil fuels, increasing the use of alternative fuels, and improving California's vehicle fleet. SB 375 aligns regional transportation planning efforts, regional GHG emission reduction targets, and land use and housing allocation. CARB, in consultation with the metropolitan planning organizations, provides each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in their respective regions for 2020 and 2040.

Pursuant to Assembly Bill (AB) 2076 (Chapter 936, Statutes of 2000), CEC and the CARB prepared and adopted a joint agency report in 2003, Reducing California's Petroleum Dependence. Included in the report are recommendations to increase the use of alternative fuels to 20 percent of on-road transportation fuel use by 2020 and 30 percent by 2030, significantly increase the efficiency of motor vehicles, and reduce per capita vehicle miles traveled (VMT).

AB 1007 (Chapter 371, Statutes of 2005) required CEC to prepare the State Alternative Fuels Plan to increase the use of alternative fuels in California.

In January 2012, CARB approved the Advanced Clean Cars program which combines the control of GHG emissions and criteria air pollutants, as well as requirements for greater numbers of zero-

emission vehicles, into a single package of standards for vehicle model years 2017 through 2025. The program's zero-emission vehicle regulation requires battery, fuel cell, and/or plug-in hybrid electric vehicles to account for up to 15 percent of California's new vehicle sales by 2025.

On August 2, 2018, the National Highway Traffic Safety Administration (NHTSA) and the USEPA proposed the Safer Affordable Fuel-Efficient Vehicles Rule (SAFE Rule). Part One of the SAFE Rule revokes a waiver granted by the USEPA to the State of California under Section 209 of the CAA to enforce more stringent emission standards for motor vehicles than those required by the USEPA for the explicit purpose of GHG emission reduction, and indirectly, criteria air pollutant and ozone precursor emission reduction. On March 31, 2020, Part Two of the SAFE Rule was published and would amend existing CAFE and tailpipe CO₂ emissions standards for passenger cars and light trucks and establish new standards covering model years 2021 through 2026.

GHG Reduction Regulations

Several regulatory measures such as AB 32 and the Climate Change Scoping Plan, Executive Order B-30-15, SB 32, and AB 197 were enacted to reduce GHG emissions and have the co-benefit of reducing California's dependency on fossil fuels and making land use development and transportation systems more energy efficient.

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

Structures built as part of the buildout of the 2040 General Plan would be subject to Titles 20 and 24 of the CCR, which reduce demand for electrical energy by implementing energy efficiency standards for residential and non-residential buildings. The 2040 General Plan includes policies (see 2040 General Plan Environmental Resources and Constraints Element and related policies) to encourage energy-efficient technology by offering rebates and other incentives to commercial and residential developers, coordination with local utility providers, and recruitment of businesses that research and promote energy conservation and efficiency.

The Draft Master EIR discussed energy conservation and relevant General Plan policies in Chapter 4.6. The discussion concluded that with implementation of the General Plan policies and energy regulation (e.g., Title 24) development facilitated by buildout of the 2040 General Plan would not result in the inefficient, wasteful or unnecessary consumption of energy.

The Master EIR concluded that implementation of State regulations, coordination with energy providers, and implementation of General Plan policies would reduce the potential impacts from construction of new energy production or transmission facilities to a less-than-significant level.

City of Sacramento Climate Action & Adaptation Plan

The City of Sacramento Climate Action & Adaptation Plan includes GHG emission reduction targets, strategies, and implementation measures developed to help the City reach the targets. Reduction strategies address GHG emissions associated with transportation and land use, energy, water, waste management and recycling, agriculture, and open space.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact is considered significant if the implementation of the Ordinance would:

- Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation; and/or
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

Adoption of the Ordinance would not result in any direct physical effects. The Ordinance would not approve any specific construction or development project. The Ordinance is part of the implementation program for the 2040 General Plan and is intended to support the City's efforts to provide safe and attainable housing and promote the use of active modes of transportation, public transit, and high-occupancy vehicles for all current and future residents of the City.

The Ordinance would facilitate the development of additional housing, potential modification of existing residential development, and encourage the use of active modes of transportation, public transit, and high-occupancy vehicles. Energy demand related to housing includes energy directly consumed for space heating and cooling. Indirect energy consumption would be associated with the generation of electricity at power plants. Transportation-related energy consumption includes the use of fuels and electricity to power cars and trucks. Energy would also be consumed by equipment and vehicles used during project construction.

The Master EIR included analysis of the cumulative effects, growth inducing effects, and irreversible significant effects on the environment that could occur due to residential development under the 2040 General Plan. The general types and locations of development that could occur with adoption of the Ordinance would not differ substantially from development, and energy use, evaluated in the Master EIR.

Development of new housing, or modification of existing housing, that could occur as a result of adoption of the Ordinance, would be subject to the same regulatory controls, and would utilize the same energy sources, as would occur at present. No new effects would occur.

MITIGATION MEASURES

None required.

FINDINGS

Adoption of the Ordinance would result in no additional environmental effects relating to Energy.

GEOLOGY AND SOILS

| Issues: | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|---|-----------------------------------|--|--|
| <p><u>6. GEOLOGY AND SOILS</u> Would the project:</p> <p>A) Would the project allow a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards?</p> | | | X |

ENVIRONMENTAL SETTING

Chapter 4.7 of the 2040 Draft Master EIR includes an extensive discussion of the environmental setting for geology, soils, mineral resources, and paleontology. The discussion includes identification of potential effects of the adoption and implementation of the 2040 General Plan and the Climate Action & Adaptation Plan, the applicable General Plan policies and, as appropriate, implementation measures. These discussions are incorporated by reference. See CEQA Guidelines Section 15150.

The 2040 Master EIR is available for review online at:
<https://www.cityofsacramento.gov/community-development/planning/environmental/impact-reports>.

Seismicity

The City of Sacramento is not located within an Alquist-Priolo Earthquake Fault Zone, and known faults do not exist within the Policy Area. Therefore, fault rupture within the Policy Area is highly unlikely and, consequently, development facilitated by buildout of the General Plan, would not expose people or structures to the possibility of fault rupture.

Topography

Terrain in the City of Sacramento features very little relief and the potential for slope instability within the City is minor due to the relatively flat topography of the area. Due to the relatively flat topography of the area, the potential for slope instability within the City is minor.

Regional Geology

The City of Sacramento is located in the Great Valley Geomorphic Province. The Great Valley Geomorphic Province consists of a deep, northwest-trending sedimentary basin that borders the east of the Coast Ranges. The Great Valley Geomorphic Province is a flat alluvial plain approximately 50 miles wide and 400 miles long in the central portion of California. The northern portion of the Great Valley Geomorphic Province is the Sacramento Valley drained by the Sacramento River, and the southern part is the San Joaquin Valley drained by the San Joaquin River. The valley is surrounded by the Sierra Nevada to the east, the Tehachapi Mountains to the south, Coastal Range to the west, and Cascade Range to the north.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact is considered significant if implementing the Ordinance would allow a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards.

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

Chapter 4.7 of the Draft Master EIR evaluated the potential effects related to seismic hazards, underlying soil characteristics, slope stability, erosion, existing mineral resources and paleontological resources in the City. Policies include a requirement to minimize disturbances of natural water bodies and natural drainage systems, protect areas from erosion and sediment loss, and enforce the City's erosion and sediment control ordinance and stormwater management and discharge control ordinance.

The structures that are the subject of the Ordinance would be designed and constructed to retain their structural integrity when subjected to seismic activity. (Policy ERC-7.2 Seismic Stability).

ANSWERS TO CHECKLIST QUESTIONS

Question A

The City of Sacramento's topography is relatively flat, the City is not located within an Alquist-Priolo Earthquake Fault Zone, and the City is not located in the immediate vicinity of an active fault.

Issues related to fault rupture, seismic ground shaking, and seismically induced ground failure are addressed in the City's adopted Standard Specifications for Public Works Construction, which require construction contractors to build in accordance with City standards related to structural integrity, thus, ensuring that erosion and unstable soil conditions do not occur as a result of construction. The Standard Specifications for Public Works Construction set forth provisions that require contractors to be responsible for damage caused during construction and to be responsible for the repair of such damages (e.g., settling of adjacent land and structures).

The Master EIR evaluated exposure of people to risks from seismic hazards, such as ground shaking and liquefaction, under Impact 4.7-2 and concluded that with compliance with all applicable and policies set forth by the 2040 General Plan and regulations and standards established by the Sacramento City Code, potential impacts related to geologic or seismic hazards would be less than significant. The proposed project would comply with all applicable policies, regulations, and standards established by the City of Sacramento.

Adoption of the Ordinance would not result in any direct physical effects. The Ordinance would not approve any specific construction or development project. The Ordinance is part of the implementation program for the 2040 General Plan, and is intended to support the City's efforts to provide safe and attainable housing for current and future residents of the City as well as allow additional business activity and promote the use of active modes of transportation, public transit, and high-occupancy vehicles. Project review would occur in connection with project applications, including review by the Building Division of plans for physical development of individual building sites. Review, and compliance with established building standards, would ensure that no

new impacts would occur as a result of new or modified housing proposals.

Development of new housing, modification of existing housing, or other non-residential structures would not result in any new significant effects related to geology and soils.

MITIGATION MEASURES

None required.

FINDINGS

No additional significant environmental effects of the project relating to geology and soils would occur as a result of adoption of the Ordinance.

GREENHOUSE GAS EMISSIONS

| Issues: | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|--|-----------------------------------|--|--|
| 7. GREENHOUSE GAS EMISSIONS | | | |
| Would the project: | | | X |
| A) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | | | X |
| B) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | | | X |

ENVIRONMENTAL SETTING

Chapter 4.8 of the 2040 Draft Master EIR includes an extensive discussion of the environmental setting for greenhouse gases. The discussion includes identification of potential effects of the adoption and implementation of the 2040 General Plan and the Climate Action & Adaptation Plan, the applicable General Plan policies and, as appropriate, implementation measures. These discussions are incorporated by reference. See CEQA Guidelines Section 15150.

The 2040 Master EIR is available for review online at:

<https://www.cityofsacramento.gov/community-development/planning/environmental/impact-reports>.

Greenhouse Gases

Certain gases in the earth's atmosphere, classified as GHGs, play a critical role in determining the earth's surface temperature. GHGs are responsible for "trapping" solar radiation in the earth's atmosphere, a phenomenon known as the greenhouse effect. Prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO₂), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Human-caused emissions of these GHGs in excess of natural ambient concentrations are believed responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the earth's climate, known as global climate change or global warming.

Emissions of GHGs contributing to global climate change are attributable, in large part, to human activities associated with on-road and off-road transportation, industrial/manufacturing, electricity generation by utilities and consumption by end users, residential and commercial on-site fuel usage, and agriculture and forestry. Emissions of CO₂ are, largely, byproducts of fossil fuel combustion.

The quantity of GHGs in the atmosphere responsible for climate change is not precisely known, but it is enormous. No single project alone would measurably contribute to an incremental change in the global average temperature or to global or local climates or microclimates. From the standpoint of CEQA, GHG impacts relative to global climate change are inherently cumulative.

Several regulations currently exist related to GHG emissions, predominantly AB 32, Executive Order S-3-05, and SB 32. AB 32 requires that Statewide GHG emissions be reduced to 1990 levels by 2020. Executive Order S-3-05 established the GHG emission reduction target for the State to reduce to the 2000 level by 2010, the 1990 level by 2020 (AB 32), 40 percent below the 1990 level by 2030, and to 80 percent below the 1990 level by 2050 (SB 32).

The City adopted a Climate Action & Adaptation Plan (CAAP) on February 27, 2024, in connection with the adoption of the 2040 General Plan. The CAAP includes citywide policies and programs that are supportive of reducing GHG emissions.

STANDARDS OF SIGNIFICANCE

The implementation of the Ordinance would be considered to have a significant effect relating to GHG emissions if it fails to satisfy the requirements of the City's Climate Action & Adaptation Plan.

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR found that GHG emissions that would be generated by development consistent with the 2040 General Plan would contribute to climate change on a cumulative basis. The City adopted the Climate Action & Adaptation Plan as part of the same action. See Draft Master EIR, Chapter 4.8; Climate Action & Adaptation Plan.

The General Plan and CAAP seek to encourage development in existing incorporated areas and avoid sprawl. The City is called upon to promote a land- and resource-efficient development pattern and the placement of infrastructure to support efficient delivery of public services and conserve open space, reduce vehicle miles traveled, and improve air quality (Policy LUP-1.1 Compact Urban Footprint).

The Master EIR included consideration of policies that seek to incentivize infill development (Policy LUP-4.2 Incentivizing Infill), enhance the pedestrian environment (Policy LUP-4.9 Enhanced Pedestrian Environment), and encourage new development to respect the pedestrian-scale, pre-automobile form, and lush urban forest that typifies established neighborhoods and contributes to their sense of place. (Policy LUP-6.5 Established Neighborhoods).

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

Adoption of the Ordinance would not result in any direct physical effects or emission of greenhouse gas emissions in excess of the levels evaluated in the Master EIR.

The Ordinance would not approve any specific construction or development project. The Ordinance is part of the implementation program for the 2040 General Plan, and is intended to support the City's efforts to provide safe and attainable housing for current and future residents of the City as well as allow additional business activity and promote the use of active modes of transportation, public transit, and high-occupancy vehicles. The Ordinance would encourage residential development within the City's planning area, and is intended to reduce greenhouse gas emissions, in part, by reducing vehicle miles traveled (VMT).

All development that could occur as a result of adoption of the Ordinance would be required to comply with the City's Climate Action & Adaptation Plan (CAAP). The provisions of the CAAP, and associated implementation measures, are discussed in the Master EIR (see Chapter 4.8).

The Master EIR evaluation included review and analysis of the Climate Action & Adaptation Plan (CAAP). The City concluded that the CAAP is a qualified plan pursuant to CEQA Guidelines section 15183.5. Development consistent with the CAAP benefits from streamlined analysis of the effect on greenhouse gas emissions and climate change. See CEQA Guidelines section 15183.5(b)(2).

Any new or modified development that could occur as a result of the adoption of the Ordinance would comply with the CAAP, and would be considered to have a less than cumulatively considerable effect on greenhouse gas emissions and climate change.

MITIGATION MEASURES

None required.

FINDINGS

Adoption of the Ordinance would have no additional significant environmental effects relating to Greenhouse Gas Emissions.

HAZARDS

| Issues: | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|--|-----------------------------------|--|--|
| 8. <u>HAZARDS</u> Would the project: | | | X |
| A) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities? | | | X |
| B) Expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials? | | | X |
| C) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities? | | | X |

ENVIRONMENTAL SETTING

Chapter 4.9 of the 2040 Draft Master EIR includes an extensive discussion of the environmental setting for hazards and public safety. The discussion includes identification of potential effects of the adoption and implementation of the 2040 General Plan and the Climate Action & Adaptation Plan, the applicable General Plan policies and, as appropriate, implementation measures. These discussions are incorporated by reference. See CEQA Guidelines Section 15150.

The 2040 Master EIR is available for review online at:

<https://www.cityofsacramento.gov/community-development/planning/environmental/impact-reports>.

Federal regulations and regulations adopted by the SMAQMD apply to the identification and treatment of hazardous materials during demolition and construction activities, including any new development that could occur as a result of adoption of the Ordinance..

Federal law covers a number of different activities involving asbestos, including demolition and renovation of structures (40 CFR 61.145).

SMAQMD Rule 902 and Commercial Structures

The work practices and administrative requirements of Rule 902 apply to all commercial renovations and demolitions where the amount of Regulated Asbestos-Containing Material (RACM) is greater than:

- 260 lineal feet of RACM on pipes, or
- 160 square feet of RACM on other facility components, or
- 35 cubic feet of RACM that could not be measured otherwise.

The administrative requirements of Rule 902 apply to any demolition of commercial structures, regardless of the amount of RACM. To determine the amount of RACM in a structure, Rule 902 requires that a survey be conducted prior to demolition or renovation unless:

- The structure is otherwise exempt from the rule, or
- Any material that has a propensity to contain asbestos (so-called "suspect material") is treated as if it is RACM.

Surveys must be done by a licensed asbestos consultant and require laboratory analysis. Asbestos consultants are listed in the phone book under "Asbestos Consultants." Large industrial facilities may use non-licensed employees if those employees are trained by the US EPA. Questions regarding the use of non-licensed employees should be directed to the AQMD.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact is considered significant if the implementation of the Ordinance would:

- Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities;
- Expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials; or
- Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities.

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR evaluated effects of development on hazardous materials and emergency response (see Draft MEIR, Chapter 4.9). Implementation of the General Plan could result in the exposure of people to hazards and hazardous materials during construction activities, and exposure of people to hazards and hazardous materials during the life of the General Plan.

Household Hazardous Waste Collection Programs. Residential development consistent with the Ordinance would be subject to the City's policy to provide household hazardous waste collection programs to encourage proper disposal of products containing hazardous materials or hazardous wastes. (Policies EJ-1.9; PFS-5.8).

ANSWERS TO CHECKLIST QUESTIONS

Questions A through C

According to the Master EIR, grading, excavation, and dewatering of sites for new development may expose construction workers and the public to known or previously unreported hazardous substances present in the soil or groundwater. If new development is proposed at or near a documented or suspected hazardous materials site, investigation, remediation, and cleanup of the site would be required before construction could begin.

Adoption of the Ordinance would not result in any direct physical effects. The Ordinance would not approve any specific construction or development project. The Ordinance is part of the implementation program for the 2040 General Plan, and is intended to support the City's efforts to provide safe and attainable housing for current and future residents of the City as well as allow additional business activity and promote the use of active modes of transportation, public transit, and high-occupancy vehicles. Project review would occur in connection with project applications, including review for the presence of any hazards or hazardous conditions, and review by the Building Division of plans for proposed physical development. Review, and compliance with

established building standards, would ensure that no new impacts would occur as a result of new or modified housing proposals.

Implementation of the proposed project would have no additional significant environmental effect related to exposing people to asbestos-containing materials or other hazardous materials beyond what was previously evaluated in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to hazards.

HYDROLOGY AND WATER QUALITY

| Issues: | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|---|-----------------------------------|--|--|
| 9. HYDROLOGY AND WATER QUALITY | | | |
| Would the project: | | | |
| A) Substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by construction and/or development of the project? | | | X |
| B) Substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood? | | | X |

ENVIRONMENTAL SETTING

Chapter 4.10 of the 2040 Draft Master EIR includes an extensive discussion of the environmental setting for hydrology, water quality, and flooding. The discussion includes identification of potential effects of the adoption and implementation of the 2040 General Plan and the Climate Action & Adaptation Plan, the applicable General Plan policies and, as appropriate, implementation measures. These discussions are incorporated by reference. See CEQA Guidelines Section 15150.

The 2040 Master EIR is available for review online at:

<https://www.cityofsacramento.gov/community-development/planning/environmental/impact-reports>.

The City of Sacramento's Grading Ordinance requires that development projects comply with the requirements of the City's Stormwater Quality Improvement Plan (SQIP). The SQIP outlines the priorities, key elements, strategies, and evaluation methods of the City's Stormwater Management Program. The City's Stormwater Management Program is based on the National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Discharge Permit. The comprehensive Stormwater Management Program includes pollution-reduction activities for construction sites, industrial sites, illegal discharges and illicit connections, new development, and municipal operations.

In addition, before the commencement of any construction activities, where the disturbed area is one acre or more in size, projects are required to obtain coverage under the NPDES General Construction Permit and include erosion and sediment control plans. Best Management Practices, or BMPs, may consist of a wide variety of measures taken to reduce pollutants in stormwater and other non-point source runoff. Measures that reduce or eliminate post-construction-related water quality problems range from source controls, such as reduced surface disturbance, to treatment of polluted runoff, such as detention or retention basins. The City's SQIP and the *Stormwater Quality Design Manual for the Sacramento Region* (July 2018) include BMPs to be implemented to mitigate impacts from new development and redevelopment projects. Additionally, the City's DOU recommends implementation of Low Impact Development (LID) measures.

The Federal Emergency Management Agency (FEMA) publishes Flood Insurance Rate Maps (FIRM) that delineate flood hazard zones for communities.

Section 13.08.145 of the Sacramento City Code (Mitigation of drainage impacts; design and procedures manual for water, sanitary sewer, storm drainage, and water quality facilities) requires that when a property contributes drainage to the storm drain system or combined sewer system, all stormwater and surface runoff drainage impacts resulting from the improvement or development must be fully mitigated to ensure that the improvement or development does not affect the function of the storm drain system or combined sewer system, and that an increase in flooding or in water surface elevation that adversely affects individuals, streets, structures, infrastructure, or property does not occur.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts to hydrology and water quality may be considered significant if implementation of the Ordinance would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the Master EIR:

- Substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board (SWRCB), due to increases in sediments and other contaminants generated by construction and/or development of the proposed project; or
- Substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood.

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

Chapter 4.10 of the Draft Master EIR evaluated the potential effects of the 2040 General Plan as they relate to hydrology, water quality, and flooding. surface water, groundwater, flooding, stormwater and water quality. Potential effects relating to degradation of water quality and exposure to flooding were determined to be less than significant.

ANSWERS TO CHECKLIST QUESTIONS

Question A

Adoption of the Ordinance would not result in any direct physical effects. The Ordinance would not approve any specific construction or development project. The Ordinance is part of the implementation program for the 2040 General Plan and is intended to support the City's efforts to provide safe and attainable housing for all current and future residents of the City as well as allow additional business activity and promote the use of active modes of transportation, public transit, and high-occupancy vehicles.

The Ordinance would encourage new and expanded development, including more housing units. Project construction activities such as grading, excavation, and trenching for site improvements would result in the disturbance of on-site soils, and would be subject to established ordinances in the City that control erosion. In accordance with Sacramento City Code Section 15.88.250, City of Sacramento staff would require preparation of an Erosion and Sediment Control Plan that demonstrates how the proposed project would control surface runoff and erosion and retain sediment on individual building sites during project construction. The Erosion and Sediment Control Plan is required to be submitted concurrently with the final grading plan prepared for any residential development project.

As a standard Condition of Approval (COA) for development projects in the City, the City's Department of Utilities requires preparation and submittal of project-specific drainage studies. With submittal of the required drainage study, the DOU would review the Improvement Plans for any proposed project prior to approval to ensure that adequate water quality control facilities and certified full capture trash control devices are incorporated. It should be noted that the proposed project would comply with Sacramento City Code Section 13.08.145 (Mitigation of drainage impacts; design and procedures manual for water, sanitary sewer, storm drainage, and water quality facilities), which requires the following:

"When property that contributes drainage to the storm drain system or combined sewer system is improved or developed, all stormwater and surface runoff drainage impacts resulting from the improvement or development shall be fully mitigated to ensure that the improvement or development does not affect the function of the storm drain system or combined sewer system, and that there is no increase in flooding or in water surface elevation that adversely affects individuals, streets, structures, infrastructure, or property."

Compliance with applicable State and local regulations would ensure that substantial degradation to water quality or violation of any water quality objectives due to increases in sediments and other contaminants generated by construction and/or development of the proposed development project would not occur. Therefore, the proposed project would result in no additional significant environmental effect related to water quality degradation beyond what was previously determined in the Master EIR.

Question B

The Ordinance would not result in development in any area of the City in which development is not already permitted. No new exposure to floods would result from adoption.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Hydrology and Water Quality.

NOISE

| Issues: | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|---|-----------------------------------|--|--|
| 10. <u>NOISE</u> Would the project: | | | |
| A) Result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases? | | | X |
| B) Result in residential interior noise levels of 45 dBA _{L_{dn}} or greater caused by noise level increases due to the project? | | | X |
| C) Result in construction noise levels that exceed the standards in the City of Sacramento General Plan or Noise Ordinance? | | | X |
| D) Permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction? | | | X |
| E) Permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations? | | | X |
| F) Permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic? | | | X |

ENVIRONMENTAL SETTING

Chapter 4.11 of the 2040 Draft Master EIR includes an extensive discussion of the environmental setting for noise and vibration. The discussion includes identification of potential effects of the adoption and implementation of the 2040 General Plan and the Climate Action & Adaptation Plan, the applicable General Plan policies and, as appropriate, implementation measures. These discussions are incorporated by reference. See CEQA Guidelines Section 15150.

The 2040 Master EIR is available for review online at: <https://www.cityofsacramento.gov/community-development/planning/environmental/impact-reports>.

The following provides a summary of the existing noise and vibration environment associated with the city.

Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound and is

expressed as cycles per second, called Hertz (Hz). Discussing sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid such a phenomenon, the decibel (dB) scale was devised. The decibel scale uses the hearing threshold (20 micropascals of pressure), as a point of reference defined as 0 dB. Other sound pressures are compared to the reference pressure and the logarithm is taken to keep the numbers in practical range. The dB scale allows a million-fold increase in pressure to be expressed as 120 dB. To better relate overall sound levels and loudness to human perception, frequency-dependent weighting networks were developed. A strong correlation exists between the way humans perceive sound and A-weighted sound levels. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment for community exposures. All sound levels expressed as dB in this section are A-weighted sound levels, unless noted otherwise.

Community noise is commonly described in terms of the "ambient" noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (Leq), over a given time period (usually one hour). The Leq is the foundation of the composite noise descriptors, day-night average level (Ldn) and the community noise equivalent level (CNEL), and shows very good correlation with community response to noise for the average person. The median noise level descriptor, denoted L₅₀, represents the noise level which is exceeded 50 percent of the hour. In other words, half of the hour ambient conditions are higher than the L₅₀ and the other half are lower than the L₅₀.

The Ldn is based upon the average noise level over a 24-hour day, with a +10 dB weighting applied to noise occurring during nighttime hours (10:00 PM to 7:00 AM). The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because Ldn represents a 24-hour average, Ldn tends to disguise short-term variation in the noise environment. Where short-term noise sources are an issue, noise impacts maybe assessed in terms of maximum noise levels, hourly averages, or other statistical descriptors.

Another common descriptor is the CNEL. The CNEL is similar to the Ldn, except CNEL has an additional weighting factor. Both average noise energy over a 24-hour period. The CNEL applies a +5 dB weighting to events that occur between 7:00 PM and 10:00 PM, in addition to the +10 dB weighting between 10:00 PM and 7:00 AM associated with Ldn. Typically, the CNEL and Ldn show similar results for the same noise events, with the CNEL sometimes resulting in reporting a 1 dB increase compared to the Ldn to account for noise events between 7:00 PM and 10:00 PM that have the additional weighting factor.

Vibration

Vibration, like noise, involves a source, a transmission path, and a receiver. While the two are related, noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface through an amplitude and frequency. A person's perception of vibration will depend on their individual sensitivity to the phenomenon, as well as the amplitude and frequency of the source and the response of the system which is vibrating. Vibration can be measured in terms of acceleration, velocity, or displacement. Magnitude is measured in vibration decibels (VdB) relative to a reference level of 1 micro-inch per second peak particle velocity (ppv), the human threshold of perception. The background vibration level in residential areas is usually 50 VdB or lower. Most perceptible indoor vibration is caused by sources within buildings, such as operation of mechanical equipment, movement of people, or slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If the roadway is smooth, the vibration

from traffic is rarely perceptible. The range of environmental interest is typically from 50 VdB to 90 VdB (or 0.12 inch per second ppv), the latter being the general threshold where structural damage can begin to occur in fragile buildings.

Existing Noise Environment

Land uses within the City of Sacramento include a range of residential, commercial, institutional, industrial, recreational, and open space areas. Although there are many noise sources within the city, the primary noise source is traffic. Significant noise can also occur from airplane traffic, railroads, and various stationary sources.

Noise levels affecting proposed new residences are reviewed on a project-by-project basis during the environmental review process. Residential projects that are proposed near major noise sources within the city are evaluated to determine whether they will be exposed to noise levels that will exceed applicable noise standards.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, impacts due to noise may be considered significant if implementation of the Ordinance would result in the following impacts that remain significant after implementation of General Plan policies:

- Result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases;
- Result in residential interior noise levels of 45 dBA Ldn or greater caused by noise level increases due to the project;
- Result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance;
- Permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction;
- Permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations; or
- Permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic.

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR evaluated the potential for development under the 2040 General Plan to increase noise levels in the community. New noise sources include vehicular traffic, aircraft, railways, light rail and stationary sources. The 2040 General Plan policies establish exterior (Policy ERC-10.1 Exterior Noise Standards) and interior (Policy ERC-10.3 Interior Noise Standards) noise standards. A variety of policies provide standards for the types of development envisioned in the General Plan.

General Plan Policy ERC-10.2 Noise Source Control requires new mixed-use, commercial, and industrial development to mitigate the effects of noise from operations on adjoining sensitive land

uses, and General Plan Policy ERC-10.9 Construction Noise Controls calls for the City to limit the days and hours of construction to minimize disturbance to nearby residences-.

The following impacts related to noise were identified as significant and unavoidable in the Master EIR:

Impact 4.11-1: Implementation of the 2040 General Plan would have the potential to result in a substantial permanent increase in ambient noise levels in excess of established City standards.

Impact 4.11-5: The 2040 General Plan, in combination with past, present and reasonably foreseeable future projects, could result in a cumulatively considerable impact to the ambient noise and vibration environment.

ANSWERS TO CHECKLIST QUESTIONS

Questions A through F

Adoption of the Ordinance would not result in any direct physical effects. The Ordinance would not approve any specific construction or development project that could result in increased noise or vibration. The Ordinance is part of the implementation program for the 2040 General Plan, and is intended to support the City's efforts to provide safe and attainable housing for current and future residents of the City as well as allow additional business activity and promote the use of active modes of transportation, public transit, and high-occupancy vehicles.

The Master EIR includes a full discussion of the cumulative effects, growth inducing effects, and irreversible significant effects on the environment of new development, including housing, that could occur as a result of the adoption of the 2040 General Plan and that could affect the noise environment, or produce new sources of noise or vibration. See Draft Master EIR, Chapter 4.11.

The Ordinance includes provisions that allow development in the City already planned for in the General Plan and Planning and Development Code (City Code, Title 17). This could result in additional structures or building square footage, but all uses would produce noise associated with such a use in no greater amount or volume than previously allowed.

As specific proposals are received for new and expanded structures, or modifications of existing developed parcels, the City would engage in project-specific review, as applicable, pursuant to CEQA to identify any impacts that could occur.

New development, or modification of existing development, would not result in additional exposure for noise or vibration. Construction techniques would be common to those for other development, and would not be expected to require unusual construction techniques.

The City's development application process would apply to any new proposed development, and includes review construction and interior noise standards.

The adoption of the Ordinance would not result in any new significant effects related to noise or vibration beyond that evaluated in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Noise.

PUBLIC SERVICES

| Issues: | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|--|-----------------------------------|--|--|
| <p>11. <u>PUBLIC SERVICES</u> Would the project:</p> <p>A) Would the project result in the need for new or altered services related to fire protection, police protection, school facilities, or other governmental services beyond what was anticipated in the 2040 General Plan?</p> | | | X |

ENVIRONMENTAL SETTING

Chapter 4.12 of the 2040 Draft Master EIR includes an extensive discussion of the environmental setting for public services. The discussion includes identification of potential effects of the adoption and implementation of the 2040 General Plan and the Climate Action & Adaptation Plan, the applicable General Plan policies and, as appropriate, implementation measures. These discussions are incorporated by reference. See CEQA Guidelines Section 15150.

The 2040 Master EIR is available for review online at: <https://www.cityofsacramento.gov/community-development/planning/environmental/impact-reports>.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact would be considered significant if the implementation of the Ordinance resulted in the need for new or altered services related to fire protection, police protection, school facilities, or other governmental services beyond what was anticipated in the 2040 General Plan.

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR evaluated the potential effects of the 2040 General Plan on various public services. Police, fire protection, schools, libraries, and emergency services were evaluated in Chapter 4.12 of the Draft Master EIR.

The 2040 General Plan provides that adequate staffing levels for police and fire are important for the long-term health, safety and well-being of the community. The Master EIR concluded that effects of development that could occur under the 2040 General Plan would be less than significant.

General Plan policies under Goal YPRO-2 of the Youth, Parks, Recreation and Open Space Element call for the City to consider impacts of new development on community facilities and schools. In particular, Policy YPRO-2.3 School Facilities directs the City to continue coordinating with local school districts in facility planning efforts and ensure adequate advanced planning for embedding new school sites and facilities in the neighborhoods they serve. As part of the local building code compliance review process, each development project is evaluated to ensure that

the appropriate school impact fees for new residential construction are collected consistent with state law.

ANSWERS TO CHECKLIST QUESTIONS

Question A

The relevant CEQA threshold is whether new or physically altered governmental facilities are needed to meet response times or other performance objectives, the construction of which could cause environmental impacts. The following discussions pertain to existing fire, police, school facilities, and other governmental services, as well as the proposed project's potential impacts related to such facilities and services.

Adoption of the Ordinance would not result in any direct physical effects. The Ordinance would not approve any specific construction or development project. The Ordinance is part of the implementation program for the 2040 General Plan, and is intended to support the City's efforts to provide safe and attainable housing for current and future residents of the City as well as allow additional business activity and promote the use of active modes of transportation, public transit, and high-occupancy vehicles.

The Master EIR includes a full discussion of the cumulative effects, growth inducing effects, and irreversible significant effects on the environment of new development, including demands on public services, that could occur as a result of the adoption of the 2040 General Plan and that could affect public services. See Draft Master EIR, Chapter 4.12.

The Ordinance includes provisions that allow development in areas of the City already planned in the General Plan and Planning and Development Code (City Code, Title 17). No development that could affect public services beyond that anticipated in the Master EIR would occur.

As specific proposals are received for new development, or modifications of existing developed parcels, the City would engage in project-specific review pursuant to CEQA to identify any impacts that could occur based on proximity to public services facilities such as fire and police.

New development, or modification of existing development, would not result in additional and unplanned demands on public services. The City's development application process, which includes routing to departments providing services, would include identification of any project-specific requirements.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Public Services.

RECREATION

| Issues: | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental <i>effect</i> |
|---|-----------------------------------|--|---|
| 12. <u>RECREATION</u> Would the project: | | | X |
| A) Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities? | | | X |
| B) Create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2040 General Plan? | | | X |

ENVIRONMENTAL SETTING

Chapter 4.12 of the 2040 Draft Master EIR includes an extensive discussion of the environmental setting for public services and recreation. The discussion includes identification of potential effects of the adoption and implementation of the 2040 General Plan and the Climate Action & Adaptation Plan, the applicable General Plan policies and, as appropriate, implementation measures. These discussions are incorporated by reference. See CEQA Guidelines Section 15150.

The 2040 Master EIR is available for review online at: <https://www.cityofsacramento.gov/community-development/planning/environmental/impact-reports>.

The Department of Youth, Parks, and Community Enrichment (YPCE) maintains more than 4,368 acres of parkland, and manages more than 235 parks, recreation, parkway and open space sites, 571 athletic/sports facilities, 628 outdoor recreation facilities, 77 indoor/specialized facilities, 96 garden/natural facilities, 136 sites with trails, and 449 amenities.

Several facilities within the city of Sacramento are owned or operated by other jurisdictions, such as the County of Sacramento, the State of California, and Sacramento City Unified School District. The City of Sacramento Parks Plan 2040 guides park development in the city.

The YPCE generally categorizes parks according to five distinct park types:

1. **Regional Parks:** YPCE's regional parks stand out because of their size. More of the City's multi-use regional parks are in the northern portion of the city, while the southern half of the city has more regional attractions, such as golf courses. The City's smallest regional park is a cultural attraction known as Camp Sacramento that provides nature-based recreation programs to City residents from its location in El Dorado County.
2. **Community Parks:** YPCE's community parks are scattered throughout the city, with a wide range of sizes, amenities, and functions.
3. **Neighborhood Parks:** Neighborhood parks are the most common type of park, ranging from 0.09 acres to 12.61 acres in size. While they are the most prevalent park classification, they are also notably lacking in certain parts of the city.
4. **Parkways:** There are 14 parkways across the city. All parkways contain multi-use trails; some have artwork, gardens, river/beach access, and picnic areas. A select few offer sports recreation facilities such as basketball, soccer, and volleyball.

5. Open Space: YPCE's open space areas are predominantly located in the northern portion of the city. Hansen Ranch is the largest of the sites, covering 265.9 acres in North Sacramento.

In addition to YPCE-managed park sites, Sacramento residents are served by several other parks, recreation sites, and open spaces managed by other providers. These exist inside city boundaries, as well as on the peripheries.

- Other Parks: This refers to existing parks owned or managed by other public and private providers. These include Sacramento County Parks, such as the American River Parkway, and State of California's Capital Park.

- Other Open Space: This refers to open space, natural areas, and undeveloped greenspace owned or managed by other public and private providers.

Level of service (LOS) is a metric that describes the amount, magnitude, or quality of services provided. It is measured differently for land, facilities, programs, and services. Parkland level of service (LOS) is described in these terms: parkland acreage per 1,000 residents. It typically distinguishes between an existing level of service, which is based on the current acreage and population, versus a level of service that is desired in the future. The City's Level of Service goal is 8.5 acres per 1,000 residents. Land dedicated to the City for new parks as part of the development process contributes toward meeting the service level goals for parks. Land that may be developed in the future for parks and recreation uses, but not under the City's jurisdiction, would not be considered a contribution towards meeting the service level goals.

In addition to managing and maintaining park land, the city is responsible for providing a variety of recreational facilities and amenities. The Parks Plan 2040 defines park amenities and facilities as follows:

- Amenities: Amenities are support features that facilitate the comfort, functionality, and use of parks. These include elements such as restrooms, parking lots, trash receptacles, benches, tables, barbecues, lighting, bike racks, drinking fountains, art, signage, etc.

- Facilities: Facilities are outdoor elements or buildings that provide recreation opportunities in parks. Facilities are classified in five categories: athletic and sports facilities (e.g., sports fields and courts); outdoor recreation facilities (e.g., playgrounds, picnic shelters, dog parks); major and specialized facilities (e.g., community centers, pools, and golf courses); gardens and natural features (e.g., community gardens and river access points), and trails.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, impacts to recreational resources are considered significant if the implementation of the Ordinance would do either of the following:

- Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities; or
- Create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2040 General Plan.

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

Chapter 4.12 of the Draft Master EIR considered the effects of the 2040 General Plan on the City's existing parkland, urban forest, recreational facilities and recreational services.

Policy YPRO-1.1: Range of Experiences. The City shall provide a range of parks and recreational facilities and strive to ensure an equitable distribution of high-quality facilities throughout Sacramento.

Policy YPRO-1.4: Parkland Requirements. The City shall require that new residential development projects contribute toward the provision of adequate parks and recreational facilities to serve the new residents, either through the dedication of parkland, the construction of public and/or private recreation facilities, or the payment of parkland in-lieu fees.

Policy YPRO-1.5: Incentivizing Onsite Public Facilities. The City shall continue to provide Park Impact Fee (PIF) credit for development projects that provide publicly accessible parks, plazas, and parkways onsite that promote active or passive recreational opportunities and serve as neighborhood gathering points.

Policy YPRO-1.6: Underutilized Land. As feasible, the City shall acquire, lease, or otherwise obtain rights to the use of odd-shaped or underutilized parcels for park or open space, focusing efforts first in underserved disadvantaged communities.

Policy YPRO-1.8: Non-Conventional Park Solutions. In densely built out urban areas of the city where the provision of large park spaces is not feasible, the City shall explore creative solutions to provide neighborhood park and recreation facilities that serve the needs of local residents and employees. Such solutions may include the following:

- Publicly accessible, privately-owned open spaces and plazas;
- Rooftop play courts and gardens;
- Freeway underpass, and utility corridor, and wide landscape medians;
- Conversion of rails to trails with trails;
- Pocket parks/small public places and pedestrian areas in the public right-of-way; and
- The provision of neighborhood and community-serving recreational facilities in regional parks.

Policy YPRO-1.9: Timing of Services. The City shall monitor the pace and location of new development through the development review process and long-range planning efforts to strive to ensure that development of parks and community and recreation facilities and services keeps pace with growth.

Policy YPRO-1.10: Parkland Access Standard. The City shall strive to provide accessible public park or recreational open space within 10-minute walk of all residences in Sacramento.

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

Adoption of the Ordinance would not result in any direct physical effects. The Ordinance would not approve any specific construction or development project. The Ordinance is part of the implementation program for the 2040 General Plan, and is intended to support the City's efforts to provide safe and attainable housing for current and future residents of the City as well as allow additional business activity and promote the use of active modes of transportation, public transit, and high-occupancy vehicles .

The Master EIR includes a full discussion of the cumulative effects, growth inducing effects, and irreversible significant effects on the environment of new development, including demands on recreation facilities, that could occur as a result of the adoption of the 2040 General Plan and that could affect public utilities. See Draft Master EIR, Chapter 4.12.

The Ordinance includes provisions that allow development in the City already planned for development in the General Plan and Planning and Development Code (City Code, Title 17). No development that could affect recreation facilities beyond that anticipated in the Master EIR would occur.

As specific proposals are received for new development, or modifications of existing developed parcels, the City would engage in project-specific review pursuant to the California Environmental Quality Act (CEQA) to identify any impacts that could occur based on proximity to recreation facilities such as parks and either increases in demand, or need for increased maintenance.

New development, or modification of existing development, would be required, as appropriate, to dedicate parkland or pay in-lieu fees in accordance with the City's Quimby Ordinance. The City's development application process, which includes routing to departments providing services, would include requirements relating to payment of park impacts fees and identification of any project-specific requirements.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Recreation.

TRANSPORTATION

| Issues: | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|---|-----------------------------------|--|--|
| 13. <u>TRANSPORTATION</u> Would the project: | | | |
| A) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities? | | | X |
| B) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)? | | | X |
| C) Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | | | X |
| D) Result in inadequate emergency access? | | | X |

ENVIRONMENTAL SETTING

Chapter 4.14 of the 2040 Draft Master EIR includes an extensive discussion of the environmental setting for transportation and circulation. The discussion includes identification of potential effects of the adoption and implementation of the 2040 General Plan and the Climate Action & Adaptation Plan, the applicable General Plan policies and, as appropriate, implementation measures. These discussions are incorporated by reference. See CEQA Guidelines Section 15150.

The 2040 Master EIR is available for review online at:

<https://www.cityofsacramento.gov/community-development/planning/environmental/impact-reports>.

STANDARDS OF SIGNIFICANCE

Section 15064.3 of the CEQA Guidelines provides specific considerations for evaluating a project's transportation impacts. Pursuant to Section 15064.3, analysis of vehicle miles traveled (VMT) attributable to a project is the most appropriate measure of transportation impacts, with other relevant considerations consisting of the effects of the project on transit and non-motorized travel. VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle-trips, with any specific project as one end.

Lastly, for purposes of this Initial Study, impacts resulting from changes in transportation or circulation may be considered significant if implementation of the Ordinance would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the 2040 General Plan Master EIR:

Transit

- Adversely affect public transit operations; or
- Fail to adequately provide for access to public transit.

Bicycle Facilities

- Adversely affect bicycle travel, bicycle paths; or
- Fail to adequately provide for access by bicycle.

Pedestrian Circulation

- Adversely affect pedestrian travel, pedestrian paths; or
- Fail to adequately provide for access by pedestrians.

Construction-Related Traffic Impacts

- Degrade an intersection or roadway to an unacceptable level;
- Cause inconveniences to motorists due to prolonged road closures; or
- Result in an increased frequency of potential conflicts between vehicles, pedestrians, and bicyclists.

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

Transportation and circulation were discussed in the Draft Master EIR in Chapter 4.14. Various modes of travel were included in the analysis, including vehicular, transit, bicycle, pedestrian and aviation components. An important foundation for the transportation analysis was the desire for a compact urban footprint and sustainable development pattern with infrastructure that supports efficient delivery of public services while protecting surrounding open space lands (Goal LUP-1).

Support for bicycle, pedestrian, and public transit modes of travel were included as factors in the mobility analysis in the Master EIR. See, for example, Goal M-1, which calls for an equitable, sustainable multimodal system that provides a range of viable and healthy travel choices for users of all ages, backgrounds, and abilities.

Allowing increased development is consistent with the overarching goal of the City, which is to create livable spaces in urbanized areas, promote multi-modal travel, and decrease greenhouse gas emissions. See, generally, Climate Action & Adaptation Plan.

ANSWERS TO CHECKLIST QUESTIONS

Question A

Adoption of the Ordinance would not result in any direct physical effects. The Ordinance would not approve any specific construction or development project. The Ordinance is part of the implementation program for the 2040 General Plan and is intended to support the City's efforts to provide safe and attainable housing for all current and future residents of the City as well as allow additional business activity and promote the use of active modes of transportation, public transit, and high-occupancy vehicles.

Adoption of the Ordinance would promote development of all types. The potential increase in the number of residential units and increased business activity would tend to increase trips, but the increase, in the context of City development overall, would be negligible and less than significant.

Construction and expansion of residential and non-residential activities would be subject to review in the Site Plan and Design Review process, which would ensure the accommodation of emergency access on existing roadways.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Transportation.

TRIBAL CULTURAL RESOURCES

| Issues: | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|---|-----------------------------------|--|--|
| 14. TRIBAL CULTURAL RESOURCES | | | |
| Would the project: | | | |
| A) Cause a substantial adverse change in the significance of a tribal cultural resource, as defined in Public Resources Code 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe and that is: | | | X |
| i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources code section 5020.1(k) or | | | |
| ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. | | | X |

ENVIRONMENTAL SETTING

Chapter 4.15 of the 2040 Draft Master EIR includes an extensive discussion of the environmental setting for tribal cultural resources. The discussion includes identification of potential effects of the adoption and implementation of the 2040 General Plan and the Climate Action & Adaptation Plan, the applicable General Plan policies and, as appropriate, implementation measures. These discussions are incorporated by reference. See CEQA Guidelines Section 15150.

The 2040 Master EIR is available for review online at:
<https://www.cityofsacramento.gov/community-development/planning/environmental/impact-reports>.

Please reference the Cultural Resources and Tribal Cultural Resources chapter of the Master EIR for the ethnohistory of the historic indigenous groups that occupied the project region.

Tribal cultural resources, as defined by AB 52, Statutes of 2014, in PRC Section 21074, are sites, features, places, cultural landscapes, sacred places, and objects, with cultural value to a tribe. A tribal cultural landscape is defined as a geographic area (including both cultural and natural

resources and the wildlife therein), associated with a historic event, activity, or person or exhibiting other cultural or aesthetic values.

The unanticipated discovery of Native American human remains would also be considered a potential tribal cultural resource and is, therefore, analyzed in this section.

STANDARDS OF SIGNIFICANCE

A tribal cultural resource is considered to be a significant resource if the resource is: 1) listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources; or 2) the resource has been determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1.

For the purposes of this Initial Study, impacts on tribal cultural resources may be considered significant if implementation of the Ordinance would result in the following:

- Cause a substantial change in the significance of a tribal cultural resource as defined in Public Resources Code 21074.

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The 2040 Master EIR included an analysis and evaluation of potential effects on cultural and historic resources (Chapter 4.5) and Tribal Cultural Resources (Chapter 4.15) and should be consulted for a full discussion of the potential impacts that could occur as a result of the adoption of the 2040 General Plan.

The Historic and Cultural Resources Element of the 2040 General Plan is devoted to the consideration of historic and cultural resources. The General Plan includes policies that ensure compliance with protocols that protect or mitigate potential impacts to archaeological, tribal, and cultural resources (Policy HCR-1.14), treatment of Native American human remains (Policy HCR-1.15) and that generally encourage preservation and minimization of impacts on tribal and cultural resources (Policy HCR-1.1).

The General Plan supports the ongoing practices of the City in identifying resources that will inform project review, and to continue to implement planning practices that identify and protect resources. Since the enactment of AB52 and its requirements related to consultation with area tribes, the City has conducted consultation and has developed mitigation measures to apply to specific projects for the purpose of avoiding impacts to tribal cultural resources.

The following impacts related to tribal cultural resources were identified as significant and unavoidable in the Master EIR:

Impact 4.15-1: Implementation of the 2040 General Plan could cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources. Impact

Impact 4.15-2: Implementation of the 2040 General Plan could cause a substantial adverse change in the significance of a tribal cultural resource, that is determined to be significant per Public Resources Code Section 5024.1(c).

Impact 4.15-3: The 2040 General Plan, combined with past, present, and reasonably foreseeable future projects, could contribute to a substantial adverse change in the significance of a tribal cultural resource within the northern Sacramento Valley region.

ANSWERS TO CHECKLIST QUESTIONS

Questions Ai and Aii

Adoption of the Ordinance would not result in any direct physical effects. The Ordinance would not approve any specific construction or development project. The Ordinance is part of the implementation program for the 2040 General Plan, and is intended to support the City's efforts to provide safe and attainable housing for current and future residents of the City as well as allow additional business activity and promote the use of active modes of transportation, public transit, and high-occupancy vehicles.

The Master EIR includes a full discussion of the cumulative effects, growth inducing effects, and irreversible significant effects on the environment of new development, including housing, that could occur as a result of the adoption of the 2040 General Plan and that could affect tribal cultural resources. See Draft Master EIR, Chapter 4.15.

The Ordinance includes provisions that allow development in the City already planned for development in the General Plan and Planning and Development Code (City Code, Title 17). No development that could affect tribal cultural resources beyond that anticipated in the Master EIR would occur.

As specific proposals are received for new development, or modifications of existing developed parcels, the City would engage in project-specific review pursuant to CEQA to identify any impacts that could occur due either to the presence of known tribal historic or cultural resources, or the potential discovery of cultural or historic resources as project development occurs.

New development, or modification of existing development, would not result in additional exposure of tribal cultural or historic resources to potentially significant effects. The City's development application process would apply to any new proposed development, and includes review for the presence, and potential presence, of such resources. These measures include stoppage of work upon the discovery of unknown cultural resources, record review prior to project approval, and review by the Preservation Director of any changes to buildings that could be historic resources.

The adoption of the Ordinance would not result in any new significant effects to tribal cultural or historic resources beyond that evaluated in the Master EIR.

MITIGATION

None required.

FINDINGS

The Ordinance would have no additional significant environmental effects on Tribal Cultural Resources not identified and evaluated in the 2040 Master EIR.

UTILITIES AND SERVICE SYSTEMS

| Issues: | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|---|-----------------------------------|--|--|
| 15. <u>UTILITIES AND SERVICE SYSTEMS</u> Would the project: | | | X |
| A) Result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments? | | | X |
| B) Require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts? | | | X |

ENVIRONMENTAL SETTING

Chapter 4.13 of the 2040 Draft Master EIR includes an extensive discussion of the environmental setting for public utilities. The discussion includes identification of potential effects of the adoption and implementation of the 2040 General Plan and the Climate Action & Adaptation Plan, the applicable General Plan policies and, as appropriate, implementation measures. These discussions are incorporated by reference. See CEQA Guidelines Section 15150.

The 2040 Master EIR is available for review online at:

<https://www.cityofsacramento.gov/community-development/planning/environmental/impact-reports>.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact would be considered significant if the implementation of the Ordinance would do the following:

- Result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments; or
- Require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts.

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR evaluated the effects of development under the 2040 General Plan on water supply, sewer and storm drainage, solid waste, electricity, natural gas, and telecommunications in Chapter 4.13, Public Utilities.

The Master EIR analysis focused on cumulative effects of adoption of the 2040 General Plan, including the various public services provided by the City. The Ordinance relates to allowing additional development in existing neighborhoods. The policy is consistent with the General Plan. Development associated with the Ordinance would be within the parameters of development used as a basis for the analysis in the Master EIR.

Relevant goals and policies are set forth in section 3.2.1 of the Master EIR. The compact urban footprint (Policy LUP-1.1) is the foundation not only for housing but for the planning, design, and provision of public utility services to the community. The City conducts a review of land use, population, and employment every five years to ensure planning for services is current (Policy LUP-1.6).

The Master EIR evaluated the potential effects, as well as the potential to mitigate environmental effects, of developing healthy, livable, "complete neighborhoods" that provide for residents' daily needs within easy walking or biking distance from home. (Goal LUP-6 and related policies.)

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

Adoption of the Ordinance would not result in any direct physical effects. The Ordinance would not approve any specific construction or development project. The Ordinance is part of the implementation program for the 2040 General Plan, and is intended to support the City's efforts to provide safe and attainable housing for current and future residents of the City as well as allow additional business activity and promote the use of active modes of transportation, public transit, and high-occupancy vehicles.

The Master EIR includes a full discussion of the cumulative effects, growth inducing effects, and irreversible significant effects on the environment of new development, including housing, that could occur as a result of the adoption of the 2040 General Plan and that could affect public utilities. See Draft Master EIR, Chapter 4.13.

The Ordinance includes provisions that allow development in the City already planned for development in the General Plan and Planning and Development Code (City Code, Title 17). No development that could affect public utilities beyond that anticipated in the Master EIR would occur.

As specific proposals are received for new development, or modifications of existing developed parcels, the City would engage in project-specific review pursuant to the California Environmental Quality Act (CEQA) to confirm impact fee requirements for, e.g., parks, sewer, water, drainage, and to identify any impacts that could occur related to utilities or service systems.

New development, or modification of existing development, would not result in additional and unplanned demands on public utilities. The City's development application process, which includes routing to departments providing services, would include identification of any project-specific requirements.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Utilities and Service Systems.

MANDATORY FINDINGS OF SIGNIFICANCE

| Issues: | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|--|-----------------------------------|--|--|
| 16. MANDATORY FINDINGS OF SIGNIFICANCE | | | |
| A) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | | | X |
| B) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) | | | X |
| C) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | | | X |

ANSWERS TO CHECKLIST QUESTIONS

Questions A through C

The Ordinance seeks to ensure that all current and future residents of the City will have access to attainable housing and transportation options to meet their needs.

The 2040 General Plan includes policies to promote housing, active modes of transportation, public transit, and high-occupancy vehicle, while, as identified in this Initial Study, taking into consideration potential effects on the physical environment of potential future projects. The Master EIR has evaluated the cumulative effects, growth-inducing effects, and irreversible significant effects on the environment that could occur with adoption of the 2040 General Plan. The Master EIR includes analysis of the General Plan potential to degrade the environment, endanger sensitive species, and result in adverse impacts on residents and visitors.

The Ordinance reviewed here implements General Plan and housing policy. No specific development is proposed or approved in the Ordinance. Any new development would be proposed through the development application process and subject to acquiring the appropriate City discretionary or ministerial entitlement. These include site plan and design review, and review of building and development plans for compliance with state building code requirements.

With City review and regulation in place, as well as review authority by relevant agencies such as the California Department of Fish and Wildlife, and the Sacramento County Environmental Management Department, the ordinance would not have any new significant effects not identified and evaluated in the Master EIR.

SECTION IV- ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would potentially be affected by this project.

| | | |
|--------------------------|---|--------------------------------|
| Aesthetics | | Hydrology and Water Quality |
| Air Quality | | Noise |
| Biological Resources | | Public Services |
| Cultural Resources | | Recreation |
| Energy | | Transportation and Circulation |
| Geology and Soils | | Tribal Cultural Resources |
| Greenhouse Gas Emissions | | Utilities and Service Systems |
| Hazards | X | None |

SECTION V - DETERMINATION

On the basis of the initial study:

I find that (a) the Ordinance is an anticipated subsequent project identified and described in the 2040 General Plan Master EIR; (b) the Ordinance is consistent with the 2040 General Plan land use designation and the permissible densities and intensities of use that could be affected by the Ordinance; (c) that the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the Master EIR are adequate for the Ordinance; and (d) the Ordinance will have no additional significant environmental effects not previously examined in the Master EIR. Mitigation measures from the Master EIR will be applied to the Ordinance as appropriate. (CEQA Guidelines Section 15177)

Scott Johnson
Signed

February 20, 2025

Date

Scott Johnson, Principal Planner
Printed Name

REFERENCES CITED

1. City of Sacramento Master Environmental Report, certified by the City Council February 27, 2024, Resolution No. 2024-0065: <https://www.cityofsacramento.gov/community-development/planning/environmental/impact-reports>
2. City of Sacramento 2040 General Plan: <https://www.cityofsacramento.gov/community-development/planning/long-range/general-plan/2040-general-plan>
3. City of Sacramento Climate Action and Adaptation Plan: <https://www.cityofsacramento.gov/content/dam/portal/cdd/Planning/General-Plan/2040-General-Plan/Adopted%20CAAP.pdf>
4. Ordinance Amending Various Provisions of Title 17 of The Sacramento City Code, Relating to Off-Street Vehicle Parking Requirements; see Attachment A.

ORDINANCE NO.

Adopted by the Sacramento City Council
Date Adopted

**AN ORDINANCE AMENDING VARIOUS PROVISIONS OF TITLE 17
OF THE SACRAMENTO CITY CODE, RELATING TO OFF-STREET
VEHICLE PARKING REQUIREMENTS**

BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

SECTION 1.

The city council finds the following:

1. As amended by this ordinance, the Planning and Development Code complements, supports, and facilitates the implementation of the goals, policies, and other provisions of the general plan and the city's specific plans and transit village plans; and
2. The amendments in this ordinance promote the public health, safety, convenience, and welfare of the city.

SECTION 2.

A. Subsection D of section 17.200.310 of the Sacramento City Code is hereby amended to read as follows:

D. Special developments in the F zone. Notwithstanding any other provision of this title, the planning and design commission may issue a conditional use permit for any use or combination of uses within the flood zone along the Sacramento River if the commission finds that the design, location, and nature of the uses are such that:

1. Development will enhance the appearance and public use of the river, and is consistent with adopted specific plans;
2. Development will not adversely affect any natural resource;
3. Development will not adversely affect the use of adjacent property;
4. Development will have direct access to a major or collector street;
5. Development is fully served by all necessary utility services;
6. Development is consistent with the purposes of the flood zone, the

general plan, master plans for waterways, flood management plans, and adopted specific plans.

B. Except as amended by subsection A above, all provisions of section 17.200.310 remain unchanged and in full effect.

SECTION 3.

A. The “outdoor market” row in the table in section 17.212.110.B.2 of the Sacramento City Code (RMX zone; conditional uses; commercial and institutional uses) is hereby amended to read as follows:

| | | |
|----------------|--|----|
| Outdoor market | In granting a conditional use permit, the zoning administrator may consider the traffic, safety of vehicular and non-vehicular access, adequacy of bicycle parking, noise, hours of operation, and any applicable development standards related to the proposed outdoor market | ZA |
|----------------|--|----|

B. Except as amended by subsection A above, all provisions of section 17.212.110 remain unchanged and in full effect.

SECTION 4.

A. The “outdoor market” row in the table in section 17.212.210.B.2 of the Sacramento City Code (RO zone; conditional uses; commercial and institutional uses) is hereby amended to read as follows:

| | | |
|----------------|--|----|
| Outdoor market | In granting a conditional use permit, the zoning administrator may consider the traffic, safety of vehicular and non-vehicular access, adequacy of bicycle parking, noise, hours of operation, and any applicable development standards related to the proposed outdoor market | ZA |
|----------------|--|----|

B. Except as amended by subsection A above, all provisions of section 17.212.210 remain unchanged and in full effect.

SECTION 5.

A. The “outdoor market” row in the table in section 17.216.110.B.2 of the Sacramento City Code (OB zone; conditional uses; commercial and institutional uses) is hereby amended to read as follows:

| | | |
|----------------|--|----|
| Outdoor market | In granting a conditional use permit, the zoning administrator may consider the traffic, safety of vehicular and non-vehicular access, adequacy of bicycle parking, noise, hours of operation, and any applicable development standards related to the proposed outdoor market | ZA |
|----------------|--|----|

B. Except as amended by subsection A above, all provisions of section 17.216.110 remain unchanged and in full effect.

SECTION 6.

A. The “outdoor market” row in the table in section 17.216.210.B.2 of the Sacramento City Code (OB-2 zone; conditional uses) is hereby amended to read as follows:

| | | |
|----------------|--|----|
| Outdoor market | In granting a conditional use permit, the zoning administrator may consider the traffic, safety of vehicular and non-vehicular access, adequacy of bicycle parking, noise, hours of operation, and any applicable development standards related to the proposed outdoor market | ZA |
|----------------|--|----|

B. Except as amended by subsection A above, all provisions of section 17.216.210 remain unchanged and in full effect.

SECTION 7.

A. The “outdoor market” row in the table in section 17.216.310.B.2 of the Sacramento City Code (OB-3 zone; conditional uses; commercial and institutional uses) is hereby amended to read as follows:

| | | |
|----------------|---|----|
| Outdoor market | In granting a conditional use permit, the zoning administrator may consider the safety of vehicular and non-vehicular access, adequacy of bicycle parking, noise, | ZA |
|----------------|---|----|

| | | |
|--|---|--|
| | hours of operation, and any applicable development standards related to the proposed outdoor market | |
|--|---|--|

B. Except as amended by subsection A above, all provisions of section 17.216.310 remain unchanged and in full effect.

SECTION 8.

A. The “outdoor market” row in the table in section 17.216.510.B.2 of the Sacramento City Code (SC zone; conditional uses; commercial and institutional uses) is hereby amended to read as follows:

| | | |
|----------------|--|----|
| Outdoor market | In granting a conditional use permit, the zoning administrator may consider the traffic, safety of vehicular and non-vehicular access, adequacy of bicycle parking, noise, hours of operation, and any applicable development standards related to the proposed outdoor market | ZA |
|----------------|--|----|

B. Except as amended by subsection A above, all provisions of section 17.216.510 remain unchanged and in full effect.

SECTION 9.

A. The “outdoor market” row in the table in section 17.216.610.B.2 of the Sacramento City Code (C-1 zone; conditional uses; commercial and institutional uses) is hereby amended to read as follows:

| | | |
|----------------|--|----|
| Outdoor market | In granting a conditional use permit, the zoning administrator may consider the traffic, safety of vehicular and non-vehicular access, adequacy of bicycle parking, noise, hours of operation, and any applicable development standards related to the proposed outdoor market | ZA |
|----------------|--|----|

B. Except as amended by subsection A above, all provisions of section 17.216.610 remain unchanged and in full effect.

SECTION 10.

A. The “outdoor market” row in the table in section 17.216.710.B.2 of the Sacramento City Code (C-2 zone; conditional uses; commercial and institutional uses) is hereby amended to read as follows:

| | | |
|----------------|--|----|
| Outdoor market | In granting a conditional use permit, the zoning administrator may consider the traffic, safety of vehicular and non-vehicular access, adequacy of bicycle parking, noise, hours of operation, and any applicable development standards related to the proposed outdoor market | ZA |
|----------------|--|----|

B. Except as amended by subsection A above, all provisions of section 17.216.710 remain unchanged and in full effect.

SECTION 11.

A. The “outdoor market” row in the table in section 17.216.810.B.2 of the Sacramento City Code (C-3 zone; conditional uses; commercial and institutional uses) is hereby amended to read as follows:

| | | |
|----------------|--|----|
| Outdoor market | In granting a conditional use permit, the zoning administrator may consider the traffic, safety of vehicular and non-vehicular access, adequacy of bicycle parking, noise, hours of operation, and any applicable development standards related to the proposed outdoor market | ZA |
|----------------|--|----|

B. Except as amended by subsection A above, all provisions of section 17.216.810 remain unchanged and in full effect.

SECTION 12.

A. Subsection A of section 17.216.860 of the Sacramento City Code is hereby amended to read as follows:

A. Purpose. The state capitol building and the surrounding grounds of Capitol Park provide the city with a unique cultural and open-space resource. This section establishes height restrictions and setback requirements for certain areas of the CBD located near the state capitol building and Capitol Park. These regulations are designed

to provide visual protection to and from the state capitol building and Capitol Park.

B. Except as amended by subsection A above, all provisions of section 17.216.860 remain unchanged and in full effect.

SECTION 13.

A. The “outdoor market” row in the table in section 17.216.910.B.2 of the Sacramento City Code (C-4 zone; conditional uses; commercial and institutional uses) is hereby amended to read as follows:

| | | |
|----------------|--|----|
| Outdoor market | In granting a conditional use permit, the zoning administrator may consider the traffic, safety of vehicular and non-vehicular access, adequacy of bicycle parking, noise, hours of operation, and any applicable development standards related to the proposed outdoor market | ZA |
|----------------|--|----|

B. Except as amended by subsection A above, all provisions of section 17.216.910 remain unchanged and in full effect.

SECTION 14.

A. The “outdoor market” row in the table in section 17.220.110.B.2 of the Sacramento City Code (M-1 zone; conditional uses; commercial and institutional uses) is hereby amended to read as follows:

| | | |
|----------------|--|----|
| Outdoor market | In granting a conditional use permit, the zoning administrator may consider the traffic, safety of vehicular and non-vehicular access, adequacy of bicycle parking, noise, hours of operation, and any applicable development standards related to the proposed outdoor market | ZA |
|----------------|--|----|

B. Except as amended by subsection A above, all provisions of section 17.220.110 remain unchanged and in full effect.

SECTION 15.

A. The “outdoor market” row in the table in section 17.220.210.B.2 of the Sacramento City Code (M-1(S) zone; conditional uses; commercial and institutional uses) is hereby amended to read as follows:

| | | |
|----------------|--|----|
| Outdoor market | In granting a conditional use permit, the zoning administrator may consider the traffic, safety of vehicular and non-vehicular access, adequacy of bicycle parking, noise, hours of operation, and any applicable development standards related to the proposed outdoor market | ZA |
|----------------|--|----|

B. Except as amended by subsection A above, all provisions of section 17.220.210 remain unchanged and in full effect.

SECTION 16.

A. The “outdoor market” row in the table in section 17.220.310.B.2 of the Sacramento City Code (M-2 zone; conditional uses; commercial and institutional uses) is hereby amended to read as follows:

| | | |
|----------------|--|----|
| Outdoor market | In granting a conditional use permit, the zoning administrator may consider the traffic, safety of vehicular and non-vehicular access, adequacy of bicycle parking, noise, hours of operation, and any applicable development standards related to the proposed outdoor market | ZA |
|----------------|--|----|

B. Except as amended by subsection A above, all provisions of section 17.220.310 remain unchanged and in full effect.

SECTION 17.

A. The “outdoor market” row in the table in section 17.220.410.B.2 of the Sacramento City Code (M-2(S) zone; conditional uses; commercial and institutional uses) is hereby amended to read as follows:

| | | |
|----------------|--|----|
| Outdoor market | In granting a conditional use permit the zoning administrator may consider the traffic, safety of vehicular and non- | ZA |
|----------------|--|----|

| | | |
|--|---|--|
| | vehicular access, adequacy of bicycle parking, noise, hours of operation, and any applicable development standards related to the proposed outdoor market | |
|--|---|--|

B. Except as amended by subsection A above, all provisions of section 17.220.410 remain unchanged and in full effect.

SECTION 18.

A. The “outdoor market” row in the table in section 17.220.710.B.2 of the Sacramento City Code (M-T zone; conditional uses; commercial and institutional uses) is hereby amended to read as follows:

| | | |
|----------------|--|----|
| Outdoor market | In granting a conditional use permit, the zoning administrator may consider the traffic, safety of vehicular and non-vehicular access, adequacy of bicycle parking, noise, hours of operation, and any applicable development standards related to the proposed outdoor market | ZA |
|----------------|--|----|

B. Except as amended by subsection A above, all provisions of section 17.220.710 remain unchanged and in full effect.

SECTION 19.

A. The “outdoor market” row in the table in section 17.224.110.B.2 of the Sacramento City Code (H zone; conditional uses; commercial and institutional uses) is hereby amended to read as follows:

| | | |
|----------------|--|----|
| Outdoor market | In granting a conditional use permit, the zoning administrator may consider the traffic, safety of vehicular and non-vehicular access, adequacy of bicycle parking, noise, hours of operation, and any applicable development standards related to the proposed outdoor market | ZA |
|----------------|--|----|

B. Except as amended by subsection A above, all provisions of section 17.224.110 remain unchanged and in full effect.

SECTION 20.

A. The “outdoor market” row in the table in section 17.224.210.A.2 of the Sacramento City Code (SPX zone; conditional uses; commercial and institutional uses) is hereby amended to read as follows:

| | | |
|----------------|--|----|
| Outdoor market | In granting a conditional use permit, the zoning administrator may consider the traffic, safety of vehicular and non-vehicular access, adequacy of bicycle parking, noise, hours of operation, and any applicable development standards related to the proposed outdoor market | ZA |
|----------------|--|----|

B. Except as amended by subsection A above, all provisions of section 17.224.210 remain unchanged and in full effect.

SECTION 21.

A. The “outdoor market” row in the table in section 17.224.310.B.2 of the Sacramento City Code (TC zone; conditional uses; commercial and institutional uses) is hereby amended to read as follows:

| | | |
|----------------|--|----|
| Outdoor market | In granting a conditional use permit, the zoning administrator may consider the traffic, safety of vehicular and non-vehicular access, adequacy of bicycle parking, noise, hours of operation, and any applicable development standards related to the proposed outdoor market | ZA |
|----------------|--|----|

B. Except as amended by subsection A above, all provisions of section 17.224.310 remain unchanged and in full effect.

SECTION 22.

A. The “outdoor market” row in the table in section 17.224.410.B.2 of the Sacramento City Code (HC zone; conditional uses; commercial and institutional uses) is hereby amended to read as follows:

| | | |
|----------------|---|----|
| Outdoor market | In granting a conditional use permit, the zoning administrator may consider the traffic, safety of vehicular and non- | ZA |
|----------------|---|----|

| | | |
|--|---|--|
| | vehicular access, adequacy of bicycle parking, noise, hours of operation, and any applicable development standards related to the proposed outdoor market | |
|--|---|--|

B. Except as amended by subsection A above, all provisions of section 17.224.410 remain unchanged and in full effect.

SECTION 23.

A. Section 17.228.300 of the Sacramento City Code is hereby amended as follows:

1. Subsection A.4.c is hereby amended to read as follows:

c. On the ground and outside of any required setback or vehicle maneuvering area on the same parcel as the building or structure on which the antenna is mounted.

2. Subsection D.2.d.iii is hereby amended to read as follows:

iii. On the ground and outside of any required setback or vehicle maneuvering area on the same parcel as the building or structure on which the antenna is mounted.

B. Except as amended by subsection A above, all provisions of section 17.228.300 remain unchanged and in full effect.

SECTION 24.

A. Subsection C.3 of section 17.228.310 of the Sacramento City Code is hereby amended to read as follows:

3. On the ground and outside of any required setback or vehicle maneuvering area on the same parcel as the tower on which the antenna is mounted.

B. Except as amended by subsection A above, all provisions of section 17.228.310 remain unchanged and in full effect.

SECTION 25.

A. Subsection D.1.c of section 17.228.320 of the Sacramento City Code is hereby amended to read as follows:

c. On the ground and outside of any required setback and vehicle maneuvering area on the same parcel as the tower on which the antenna is

mounted.

B. Except as amended by subsection A above, all provisions of section 17.228.320 remain unchanged and in full effect.

SECTION 26.

A. Subsection O of section 17.228.430 of the Sacramento City Code is hereby amended to read as follows:

O. No parking spaces are required for a convenience recycling facility located in the established parking lot of a host use.

B. Except as amended by subsection A above, all provisions of section 17.228.430 remain unchanged and in full effect.

SECTION 27.

A. Subsection E.1.f of section 17.228.810 of the Sacramento City Code is hereby deleted.

B. Except as amended by subsection A above, all provisions of section 17.228.810 remain unchanged and in full effect.

SECTION 28.

Section 17.332.050 of the Sacramento City Code is hereby amended to read as follows:

17.332.050 PC overlay zone-Conditions of approval.

In granting a conditional use permit, the planning and design commission may impose conditions it deems necessary to implement the general plan and the American River Parkway Plan and to protect the scenic, recreational, fishery, and wildlife value of the American River Parkway, including the following:

A. Requirement of setbacks and yards greater than the minimum required by this chapter or by the underlying zone;

B. Requirement of screening of any portion of the use from adjoining premises or from any street by walls, fences, planting, or other devices in addition to that required by section 17.332.070;

C. Modification of the exterior features or appearance of any structure to preserve property values;

D. Limitation of size and extent of facilities, machine capacity, number of employees or occupants, and method or times of operation;

E. Regulation of number, design, and location of access drives or other traffic features;

F. Location, design, and capacity of utilities;

G. Control of location, number, color, size, height, lighting, and landscaping of signs in addition to the requirements of section 17.332.070.E and F (but not for the content or graphic design of the message displayed);

H. Maintenance of the grounds, landscaping, and irrigation system;

I. Regulation of noise, vibration, odors, and other similar performance standards;

J. A time period within which the proposed use must be developed, plus any duration of the conditional use permit;

K. Phasing of the development plan; and

L. A bond or deposit of money for the completion of street improvements and other facilities or to guarantee the change or removal of any designated use or structure within a specified period of time to assure faithful performance on the part of the applicant.

SECTION 29.

A. The “outdoor market” row in the table in section 17.442.040.B.2 of the Sacramento City Code (ESC SPD; conditional uses; commercial and institutional uses) is hereby amended to read as follows:

| | | |
|----------------|--|----|
| Outdoor market | In granting a conditional use permit, the zoning administrator may consider the traffic, safety of vehicular and non-vehicular access, adequacy of bicycle parking, noise, hours of operation, and any applicable development standards related to the proposed outdoor market | PD |
|----------------|--|----|

B. Except as amended by subsection A above, all provisions of section 17.442.040 remain unchanged and in full effect.

SECTION 30.

A. Subsection B.3 of section 17.600.125 of the Sacramento City Code is hereby amended as follows:

3. Not into any vehicle parking, access, or maneuvering areas, unless the bay window is located at or above the second level of the building.

B. Except as amended by subsection A above, all provisions of section 17.600.125 remain unchanged and in full effect.

SECTION 31.

Section 17.608.010 of the Sacramento City Code is hereby amended to read as follows:

17.608.010 Purpose.

The purpose of this chapter is to implement general plan goals and policies by establishing off-street vehicle and bicycle parking requirements that balance the city's goal to encourage walking, bicycling, and transit use with the goal to meet the needs of shoppers, visitors, and employees and other workers. Off-street parking requirements are based on the needs of the community and consider the context of the neighborhood, transit availability, on-street parking availability, density and mix of uses, walkability, and the use of alternative modes of transportation. Parking requirements are designed to accommodate average day-to-day demand, as opposed to peak demand, to reduce excessive off-street parking and free up land for more economically productive uses. It is also the purpose of this chapter to provide flexibility and allow alternative means of addressing parking demand.

SECTION 32.

Section 17.608.020 of the Sacramento City Code is hereby amended to read as follows:

17.608.020 General provisions.

A. Off-street parking requirement. Off-street vehicle and bicycle parking shall be provided and maintained for all existing and new development at the ratios specified in and in accordance with the standards and requirements of this chapter.

B. Parking to be provided on-site. Required off-street parking shall be provided and maintained on the same parcel or integrated development site as the land

use it is intended to serve, except as provided in section 17.608.060. An integrated development site is a site consisting of two or more contiguous parcels sharing parking facilities with reciprocal access and parking easements or similar shared-parking agreements.

C. Calculation of the off-street parking requirement. The maximum number of off-street vehicle and minimum number of bicycle parking spaces shall be rounded in accordance with section 17.104.050.C.

D. Expansion or change in use of existing buildings and structures that do not meet current parking requirements. The following rules apply to buildings and uses that met all applicable parking requirements when initially constructed or established, but that do not meet current parking requirements due to changes to the building or use.

1. Increases in building size.

a. When there is an increase in gross building square footage or, in the case of a residential project, an increase in the number of residential units, additional bicycle parking shall be provided in accordance with chapter 17.608 unless—

i. the increase in building square footage is less than 15% or, in the case of a residential project, the increase in the number of residential units is less than 15%; and

ii. it is physically infeasible to accommodate the additional bicycle spaces.

b. When additional bicycle parking is required by this subsection D.1, it is required only for the additional gross building square footage or residential units.

2. Change in use.

a. When a conditional use permit is required for a new use, parking shall be provided in accordance with chapter 17.608.

b. When a conditional use permit is not required, no additional bicycle parking is required.

E. Restaurant outdoor seating. Square footage allocated to restaurant outdoor seating is not included in calculating the minimum off-street vehicle parking requirement for restaurants.

F. Affordable housing and senior housing.

1. The bicycle parking requirement is reduced by 50% for each senior housing unit.

2. For purposes of this section, an "affordable housing unit" is a housing unit restricted to occupancy by a lower or very low income household as defined in California Health and Safety Code section 50079.5. A "senior housing unit" is a housing unit restricted to occupancy based on age requirements for older persons under California Civil Code section 51.3.

G. Accessibility and electric vehicle charging.

1. If a building permit requires an existing off-street parking facility to comply with any building standards or other requirements in the Sacramento City Building Code related to accessibility, or if accessible parking spaces are otherwise created, the number of parking spaces required by this title may be reduced, redesigned, and restriped as necessary without issuance of a permit under this title.

2. If a building permit requires an existing off-street parking facility to comply with any building standards or other requirements in the Sacramento City Building Code related to electric vehicle charging spaces or if electric vehicle charging spaces are otherwise created, the number of parking spaces required by this title may be reduced, redesigned and restriped, as necessary without issuance of a permit under this title.

H. Exemptions for small lots. Off-street parking is not required for nonresidential uses on lots of 6,400 square feet or less.

I. Exemptions for nonresidential uses in residential mixed use development. Off-street parking is not required for non-residential uses in mixed use buildings in which at least 50% of the building's square footage is devoted to residential uses.

J. Exemptions for adaptive reuse. Bicycle parking is not required for those portions of historic resources that are converted from nonresidential uses to residential uses.

K. Exemptions for accessory dwelling units and junior accessory dwelling units. When parking is removed in conjunction with the construction of an accessory dwelling unit or junior accessory dwelling unit, no replacement parking is required for the accessory dwelling unit or other dwelling units on the same lot.

SECTION 33.

A. Subsection B of section 17.608.030 of the Sacramento City Code is hereby amended to read as follows:

B. Maximum number of off-street vehicle parking spaces. Table 17.608.030B establishes the maximum number of off-street vehicle parking spaces allowed for land uses within each parking district. There are no minimum off-street vehicle parking requirements for any land use.

Table 17.608.030B
Maximum On-site Vehicle Parking Spaces by Parking Districts

| Land Use | Central Business and Arts & entertainment District | Urban District | Traditional District | Suburban District |
|------------------------------------|---|---|---|---|
| Auto-sales, storage, rental | Maximum 1 space per 400 gross square feet of building | No maximum | No maximum | No maximum |
| Bar; nightclub | Maximum 1 space per 400 gross square feet of building | No maximum | No maximum | No maximum |
| Bed and breakfast inn | Maximum 1 space per 400 gross square feet of building | No maximum | No maximum | No maximum |
| Commercial service | Maximum 1 space per 400 gross square feet of building | No maximum | No maximum | No maximum |
| Hotel; motel | Maximum 1 space per 400 gross square feet of building | No maximum | No maximum | No maximum |
| Manufacturing, service, and repair | No maximum | Maximum 1 space per 500 gross square feet of building | Maximum 1 space per 500 gross square feet of building | Maximum 1 space per 500 gross square feet of building |

| | | | | |
|--------------------------------|---|--|---|---|
| Multi-unit dwelling | Maximum 1 space per dwelling unit | No maximum | No maximum | No maximum |
| Office | Maximum 1 space per 400 gross square feet of building | Maximum 1 spaces per 250 gross square feet of building | Maximum 1 space per 250 gross square feet of building | Maximum 1 space per 250 gross square feet of building |
| Restaurant | Maximum 1 space per 400 gross square feet of building | No maximum | No maximum | No maximum |
| | | | | |
| Retail store | Maximum 1 space per 400 gross square feet of building | No maximum | No maximum | No maximum |
| Superstore | Maximum 1 space per 400 gross square feet of building | No maximum | No maximum | No maximum |
| | | | | |
| Warehouse; distribution center | No maximum | Maximum 1 space per 500 gross square feet of building | Maximum 1 space per 500 gross square feet of building | Maximum 1 space per 500 gross square feet of building |

B. Except as amended by subsection A above, all provisions of section 17.608.030 remain unchanged and in full effect.

SECTION 34.

A. Footnote 4 of section 17.624.040 of the Sacramento City Code is hereby amended to read as follows:

4. Minimum dimensions of attached garages and carports.

a. Single-unit and duplex dwellings. The minimum interior dimensions for an attached garage or attached carport are 10 feet wide and 20 feet deep. The width may be reduced to 8 feet if the existing interior side-yard setback between the existing residence and the property line is 8 feet.

b. Multi-unit dwellings. Minimum interior dimensions of an attached garage are 8 feet wide by 18 feet deep. Minimum dimensions of an attached carport are 10 feet wide and 20 feet deep. The width may be reduced to 8 feet if the existing interior side-yard setback between the existing residence and the property line is 8 feet.

B. Except as amended by subsection A above, all provisions of section 17.624.040 remain unchanged and in full effect.

SECTION 35.

A. Footnote 7 of section 17.624.050 of the Sacramento City Code is hereby amended to read as follows:

7. Minimum dimensions of detached garages and carports.

a. Single-unit or duplex dwellings. The minimum interior dimensions of a detached garage or attached carport are 10 feet wide and 20 feet deep. The width may be reduced to 8 feet if the existing interior side-yard setback between the existing residence and the property line is 8 feet.

b. Multi-unit dwellings. The minimum interior dimensions of a detached garage are eight feet wide by 18 feet deep. The minimum dimensions of a detached carport are 10 feet wide and 20 feet deep. The width may be reduced to 8 feet if the existing interior side-yard setback between the existing residence and the property line is 8 feet.

B. Except as amended by subsection A above, all provisions of section 17.624.050 remain unchanged and in full effect.

SECTION 36.

A. Subsection A.3 of section 17.808.110 of the Sacramento City Code is hereby amended as follows:

3. The adequacy of, and any reasonably required improvements to, streets and other public access ways and facilities for pedestrians, bicyclists, and vehicles; parking facilities, if any; and utility and other infrastructure, both on-site and off-site; all as required to serve the development;

B. Except as amended by subsection A above, all provisions of section 17.808.110 remain unchanged and in full effect.

SECTION 37.

A. Subsection A.4.d of section 17.864.020 of the Sacramento City Code is hereby amended to read as follows:

d. Parking. No off-street vehicle parking spaces are required; however, if off-street vehicle parking is provided, the following standards apply:

i. Garages, carports, and parking pads must be at least 10 feet wide and 20 feet deep.

ii. Access to the on-site parking must be provided by a driveway that complies with the following:

(a) The driveway must be at least five feet from the property line.

(b) Driveways must have a width of at least 10 feet and a depth of at least 20 feet measured from the right-of-way line, unless the lot is located within the central city and less than 3,200 square feet, in which case the minimum required depth is 18 feet.

(c) Garages accessed from an alley must be setback at least four feet from the right-of-way line.

(d) All driveways and parking pads must be paved with concrete, decorative pavers, asphaltic concrete, or Portland cement.

(e) All applicable objective standards and other requirements in chapter 17.508.

B. Except as amended by subsection A above, all provisions of section 17.864.020 remain unchanged and in full effect.