

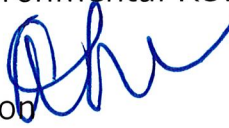


**County of Sacramento
Planning Commission**

MEMORANDUM

Date: November 26, 2019

To: Leighann Moffitt, Planning Director
Office of Planning and Environmental Review

From: Alma D. Muñoz, Secretary
County Planning Commission 

Subject: PLNP2018-00119 – Adoption of the Phase 2 Environmental Justice General Plan Amendment Package

The County Planning Commission, meeting in regular session on October 28, 2019, voted unanimously (5-0) recommending the Board of Supervisors recognize the exempt status of the request; adopt the supporting research document comprised by staff supporting the policies and implementation measures contained in the Phase 2 Environmental Justice Element; and approve the amendments to the General Plan (approved by the Commission by Resolution No. 2019-COPC-0008), subject to the findings listed in the report.

AM: mh

cc: File
Chris Pahule, Principal Planner

RESOLUTION NO. 2019-COPC-0008

**RESOLUTION OF THE PLANNING COMMISSION RECOMMENDING
APPROVAL OF A GENERAL PLAN AMENDMENT TO THE BOARD OF
SUPERVISORS OF THE COUNTY OF SACRAMENTO**

WHEREAS, the Planning Commission, after proper notice, conducted public hearings relating to an amendment to the County General Plan; and,

WHEREAS, after public input and due deliberation, the Planning Commission has determined that said General Plan Amendment is appropriate and desirable;

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the County of Sacramento does hereby recommend approval of amendments of the General Plan to include the following:

Exhibit "A" amends the Environmental Justice Element of the General Plan

Exhibit "B" amends the Agricultural Element of the General Plan

Exhibit "C" amends the Air Quality Element of the General Plan

Exhibit "D" amends the Economic Development Element of the General Plan

Exhibit "E" amends the Land Use Element of the General Plan

Exhibit "F" amends the Public Facilities Element of the General Plan

On a motion by Commissioner Shelby, seconded by Commissioner Hom, the foregoing Resolution was passed and adopted by the Planning Commission of the County of Sacramento this 28th day of October 2019, by the following vote, to wit:

AYES: Commissioners Hom, Polley, Shelby, Tateishi, Martinson

NOES: None

ABSENT: None

ABSTAIN: None

RECUSAL: None

(PER POLITICAL REFORM ACT (§ 18702.5.))

In accordance with Section 25103 of the Government Code of the State of California a copy of the document has been delivered to the Chair on 10-28-19

By [Signature]
Deputy Clerk, Board of Directors



[Signature]

Chair of the Planning Commission
of Sacramento County, California

ATTEST: [Signature]
Secretary to the Planning Commission

FILED
BOARD OF DIRECTORS

OCT 28 2019
BY [Signature]
CLERK OF THE BOARD

Exhibits

- RES EXH A – Proposed Amendments to the Environmental Justice Element
- RES EXH B – Proposed Amendments to the Agricultural Element
- RES EXH C – Proposed Amendments to the Air Quality Element
- RES EXH D – Proposed Amendments to the Economic Development Element
- RES EXH E – Proposed Amendments to the Land Use Element
- RES EXH F – Proposed Amendments to the Public Facilities Element

Amendments to the Agricultural Element

- C. ~~Develop and implement guidelines for design of buffers to be established between areas in a Permanent Agricultural Zone proposed for conversion from agricultural to urban use and adjacent farmlands. Develop and implement procedures for evaluating site specific buffer proposals and making recommendations to the County Planning Commission. Title to buffer areas may be transferred to the County or other appropriate entity, but shall be credited to the proposed development as open space. Buffer design criteria shall include, but not be limited to, the following:~~
- ~~• Buffers shall generally consist of a physical separation 300-500 feet wide including roadways;~~
 - ~~• Narrower buffers may be approved depending on the natural features of the buffer, applicable specific plan policies, and on the relative intensities of the proposed urban use and the adjacent agricultural use; and~~
 - ~~• Buffers shall be provided by the proposed development and be fenced along its urban side and posted against trespass.
(PLANNING)~~

Amendments to the Air Quality Element

Policies:

AQ-3 Buffers and/or other appropriate mitigation **exposure reduction measures** shall be established on a project-by-project basis and incorporated during review to provide for protection of sensitive receptors from sources of air pollution or odor. The California Air Resources Board's "Air Quality and Land Use Handbook: A Community Health Perspective" **"Strategies to Reduce Air Pollution Exposure Near High Volume Roadways"** Technical Advisory and the AQMD's approved Protocol (Protocol for Evaluating the Location of Sensitive Land uses Adjacent to Major Roadways) **"Mobile Sources Air Toxics Protocol" or applicable AQMD guidance** shall be utilized when establishing these buffers **exposure reduction measures**.

AQ-4A Residential zones should not be located adjacent to industrial zones (M-1 and M-2) or general agriculture zones (AG-10 to 160. In the event that a residential zone is located adjacent to an industrial or agricultural zone, the developer of the property(ies) being rezoned shall be required to implement exposure reduction measures developed in consultation with the Sacramento Metropolitan Air Quality Management District.

AQ-4B Land uses with sensitive receptors (such as residences, schools, senior care facilities and day care centers) which are proposed within 500 feet of a freeway or other high volume roadway (defined as an urban roadway with more than 100,000 average daily trips or a rural roadway with more than 50,000 average daily trips), a railyard or an active railroad shall incorporate exposure reduction measures consistent with the guidance listed in Air Quality Element policy AQ-3.

Implementation Measures:

E. Develop and implement guidelines for design of buffers to be established between industrial and residential land use as well as areas in a Permanent

Agricultural Zone proposed for conversion from agricultural to urban use and adjacent farmlands. Develop and implement procedures for evaluating site specific buffer proposals and making recommendations to the County Planning Commission. Title to buffer areas may be transferred to an appropriate entity such as a resource conservation agency, but shall be credited to the proposed development as open space. Buffer design criteria shall include, but not be limited to, the following:

- i. **Buffers shall generally consist of a physical separation 300-500 feet wide including roadways;**
- ii. **Narrower buffers may be approved depending on the natural features of the buffer, if vegetative or solid barriers are used, applicable specific plan policies, the presence of pollutants, if and how pesticides are applied (i.e. ground or aerial application), and on the relative intensities of the land uses; and**
- iii. **Buffers shall be provided by the proposed development and be fenced along its residential or urban side and posted against trespass.**
- iv. **In addition to buffers, the County should require other appropriate exposure reduction measures between incompatible land uses. (PLANNING AND ENVIRONMENTAL REVIEW)**

F. Amend the Zoning Code to require a Conditional Use Permit to the Zoning Administrator for day care centers on properties that are within 500 feet of a freeway or other high volume roadway, a railyard or an active railroad that are identified in Sacramento Metropolitan Air Quality Management District's (SMAQMD) Mobile Sources Air Toxics Protocol Tool or another similar SMAQMD tool. These uses shall incorporate exposure reduction measures

consistent with the guidance listed in Air Quality Element policy AQ-3. (PLANNING AND ENVIRONMENTAL REVIEW)

- G. Prepare a digital map that identifies properties that are within 500 feet of a high volume roadway, a railyard or an active railroad and will be available at the public information counter and be available on the Office of Planning and Environmental Review's website. (PLANNING AND ENVIRONMENTAL REVIEW)**

Amendments to the Economic Development Element

Policies:

- ED-13 ~~Support location of County employment centers and facilities in areas in need of revitalization, including commercial corridors.~~

Amendments to the Land Use Element

Policies:

- LU-19 Incompatible urban land uses should be buffered from one another by methods that retain community character, and do not consume large land areas or create pedestrian barriers.

Objective: ~~Increased opportunities for every resident of Sacramento County to be more physically active.~~

~~It has been long recognized that land use and transportation decisions have a direct impact on the health of the environment. More recently, the relationship between development patterns and the health of humans has emerged as an accepted and well-documented phenomenon. Research is showing that land use decisions can have a direct positive effect on physical and mental well-being, most specifically by design features that promote physical activity such as walking and biking.~~

~~Most current land use development patterns make automotive travel a necessity while discouraging walking, biking and socializing among community members. Communities designed according to post-WWII conventions are characterized by features found to increase vehicle miles traveled and reduce pedestrian activity, including: segregated land uses, lack of public transit, isolated recreational amenities and destinations of interest, high speed and high volume streets, poor street and trail connectivity, and lack of safe and attractive infrastructure to facilitate pedestrian travel. These land development patterns, along with the public's affinity for the automobile, are sustaining this auto-dependence at the expense of public health. Not only have these development patterns decreased exercise and social behavior associated with pedestrian activity, the resulting sedentary lifestyle has led to higher rates of obesity, cardiovascular disease, diabetes, asthma, and injury. Also, the increased vehicle miles traveled is a main contributor to the region's air pollution problems, a serious health concern facing county residents.~~

~~Alternatively, certain land use development patterns can encourage pedestrian and bicycle travel and physical activity, offering an opportunity to have a positive impact on public health. Mixing housing with stores, services and employment and developing more compact neighborhoods can help to create communities where residents' daily~~

needs can be met with a short walk or bike ride. Further, compact neighborhoods with more extensive public transportation systems have lower automobile fatality rates than more sprawling areas. Greater connectivity between homes, retail, employment and recreation locations can be accomplished through grid pattern streets, shorter blocks, and integrated pathways that shorten distances between amenities and other destinations, giving people the choice to spend less time in a car, and instead, use their feet. Often, increasing physical exercise in a community may be as easy as making communities more safe and fun to experience as a pedestrian or bicyclist. Slowing traffic, adding bike lanes, establishing well-defined crosswalks, building wide sidewalks and buffering pedestrians from traffic can all help to make walking and biking much safer. Providing interesting and attractive streetscapes, stores fronting on the street with minimal setbacks, street furniture, shade trees and inviting public places can all make walking and biking more enjoyable and provide greater opportunities for socializing among community members.

Policies:

- LU-26 When planning for new development in new communities, the features below shall be incorporated for their public health benefits and ability to encourage more active lifestyles, unless environmental constraints make this infeasible. In existing communities, the features below shall be considered, as appropriate and feasible:
- Where appropriate, compact, mixed use development and a balance of land uses including schools, parks, jobs, retail and grocery stores, so that everyday needs are within walking distance of homes.
 - Grid or modified grid pattern streets, integrated pathways and public transportation that connect multiple destinations and provide for alternatives to the automobile.
 - Wide sidewalks, shorter blocks, well-marked crosswalks, on-street parking, shaded streets and traffic-calming measures to encourage pedestrian activity.
 - Walkable commercial areas with features that may include doors and windows fronting on the street, street

furniture, pedestrian-scale lighting, and served by transit when feasible.

- Open space, including important habitat, wildlife corridors, and agricultural areas incorporated as community separators and appropriately accessible via non-vehicular pathways.

~~LU-27 Provide safe, interesting and convenient environments for pedestrians and bicyclists, including inviting and adequately-lit streetscapes, networks of trails, paths and parks and open spaces located near residences to and encourage regular exercise and vehicular emissions.~~

Implementation Measures:

- ~~A. Coordinate with Sacramento County Department of Health and Human Services, Sacramento County Department of Transportation (SACDOT) and other public health agencies and organizations during master planning efforts to identify and integrate design elements into land use plans that encourage physical activity. (PLANNING, MSA — DOT, DHHS)~~
- ~~B. Coordinate with the Department of Health and Human Services to conduct meetings, workshops or public hearings in order to solicit input from interested individuals and organizations on opportunities and recommendations for integrating public health concerns into local land use and transportation planning. (PLANNING, MSA — DOT, DHHS)~~

Policies:

- ~~LU-68 Give the highest priority for public funding to projects that facilitate **and encourage** infill, reuse, redevelopment and rehabilitation, and mixed-use development, **particularly in Environmental Justice Communities**, and that will result in per person vehicle miles traveled lower than the County average, and the lowest priority for projects that do not comply with public facilities Master Plan phasing sequences.~~
- ~~LU-107 When siting new civic buildings and County offices, preference shall be given to locations in existing communities in need of revitalization.~~

Amendments to the Public Facilities Element

Policies:

- PF-32 Elementary schools shall not be located along arterials and thoroughfares. Junior high and high schools should be located near roadways with adequate capacity and should provide adequate parking to facilitate **facilities for** the transport of students.
- PF-53 ~~Design neighborhoods and buildings in a manner that prevents crime and provides security and safety for people and property; when feasible.~~

Implementation Measures:

- A. ~~Prepare list of specific design features that help assure safety to persons and property, particularly residential property, to be included within Building Code, Zoning Code and Land Development ordinances. (SHERIFF, MSA—COUNTY ENGINEERING & PLANNING)~~
- B. ~~Prepare a “security ordinance” which will be uniform code that will provide minimum safety and security specifications for new residential and commercial developments such as minimum specifications for door thickness, lock construction, and lighting. (Design Neighborhoods for Crime Prevention Section) (SHERIFF, MSA—COUNTY ENGINEERING & PLANNING)~~
- C. ~~Adapt transit oriented development guidelines to the needs of crime prevention to the extent possible. (SHERIFF, PLANNING)~~