

DRAFT Sac Metro Air District GHG Best Management Practices

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To demonstrate consistency with the greenhouse gas (GHG) targets for new development in Sacramento County, project proponents shall commit to a menu of best management practices (BMPs).

Tier 1: BMPs Required for all Projects to avoid conflicting with long-term State goals

- *BMP 1*: No natural gas: Projects shall be designed and constructed without natural gas infrastructure.
- *BMP 2*: Electric vehicle (EV) ready: Projects shall meet the current CalGreen Tier 2 standards, except all EV Capable spaces shall instead be EV Ready

Small, efficient projects may screen out of further requirements. This includes projects that screen out due to OPR's *de minimis* vehicle miles traveled (VMT) criteria, and projects that emit less than 1,100 metric ton of GHG/year prior to implementation of BMPs 1 and 2.

Tier 2: BMPs Required for Large or Inefficient Projects that do not screen out of further requirements

- *BMP 3*: Residential projects shall achieve a 15% reduction in VMT per resident, and office projects shall achieve a 15% reduction in VMT per worker compared to existing average VMT per capita for the county, or for the city if a more local SB 743 target has been established. Retail projects shall achieve no net increase in total VMT, as required to show consistency with SB 743. These reductions can be achieved by many strategies, such as:
 - Locate in an area that already has low VMT due to location, transit service, etc.
 - Adopt CAPCOA mitigation measures
 - Adopt measures in the City of Sacramento's Climate Action Plan checklist
 - Join a Transportation Management Association
 - Incorporate traffic calming measures
 - Incorporate pedestrian facilities and connections to public transportation
 - Promote electric bicycle or other micro-mobility options
- *BMP 4*: Use natural refrigerants: Projects shall avoid use of high-GWP (global warming potential) refrigerants where lower-GWP or natural alternates are feasible and readily available for refrigeration and air conditioning, with a minimum of complying with SB 1013. Natural refrigerants include ammonia, CO₂, or hydrocarbons.

If a project cannot incorporate the required BMPs, other on-site reductions or payment to a GHG mitigation fund would be required.

If a project is located in a jurisdiction with an adopted Climate Action Plan (CAP), project consistency with the CAP measures would be required.

BMP Supporting Information

Electric Vehicle Charging Infrastructure Definitions

CalGreen does not currently require installation of electric vehicle (EV) chargers, but proposed and Tier 1 or Tier 2 measures would require additional EV Capable or EV Ready spaces, as shown below.

EV supply equipment (EVSE, "chargers") require a dedicated circuit for each EVSE unit on the electrical panel; sufficient electrical capacity from the utility connection to the electrical panel; and sufficient electrical capacity at the panel. ²

-EV Capable: "Installation of "raceway" (the enclosed conduit that forms the physical pathway for electrical wiring to protect it from damage) and adequate panel capacity to accommodate future installation of a dedicated branch circuit and charging station(s)."

If 1 space is required:

The raceway shall be capable of accommodating a 208/240-volt dedicated branch circuit, not less than trade size 1", shall originate at a service panel or subpanel serving the area, shall terminate in close proximity to the proposed location of the charging equipment and into a listed suitable cabinet, box, enclosure, or equivalent. The service panel or subpanel shall have sufficient capacity to accommodate a minimum 40-ampere dedicated branch circuit for the future installation of the EVSE.

If multiple spaces are required:

Plan design shall be based upon 40-ampere minimum branch circuits. Electrical calculations shall substantiate the design of the electrical system, to include the rating of equipment and any on-site distribution transformers and have sufficient capacity to simultaneously charge all required EVs at its full rated amperage. The service panel or subpanel(s) shall have sufficient capacity to accommodate the required number of dedicated branch circuit(s) for the future installation of the EVSE.¹

-EV Ready: "Installation of dedicated branch circuit(s), circuit breakers, and other electrical components, including a receptacle or blank cover needed to support future installation of one or more charging stations" ³

-Chargers: The physical device that the EV plugs into, e.g., devices from ChargePoint, AeroVironment, Blink, others.

Source ²	Land Use Type	Requirements for New Construction	Ref
2019 CalGreen Voluntary Measures (Tier 1)	1-2 family dwelling units and townhouses with attached garages	EV Ready for every dwelling unit	4
	Multifamily dwelling units	EV Capable for 15% of total parking spaces	4
	Nonresidential, and New hotels and motels	EV Capable, # spaces depending on number of parking spaces: 0-9 spaces: 0 EV spaces 10-25: 2 26-50: 3 51-75: 5 76-100: 7 101-150: 10 151-200: 14 201+: 8 percent of total (rounded up)	4,5
2019 CalGreen Voluntary Measures (Tier 2)	Multifamily dwelling units (any number of units)	EV Capable for 20% of total parking spaces	4
	Nonresidential, and New hotels and motels	EV Capable, # spaces depending on number of parking spaces: 0-9 spaces: 1 EV spaces 10-25: 2 26-50: 4 51-75: 6 76-100: 9 101-150: 12 151-200: 17 201+: 10 percent of total (rounded up)	4,5

VMT targets for Sacramento County (2020 MTP/SCS data)

Residential – 13.5 miles/capita

Worker – 14.6 miles/capita

OPR de minimis VMT criteria:

- Small projects that generate or attract fewer than 110 trips per day
- Residential and office projects in areas with low VMT (currently below threshold VMT) that incorporate similar features (i.e., density, mix of uses, transit accessibility), including affordable housing infill development.
- Residential, retail, office, or mixed-use projects within ½ mile walking distance of an existing major transit stop or existing stop along a high-quality transit corridor, unless the primary use of the site is auto-oriented (e.g., car dealership, car wash, gas station).