

Mitigation Monitoring and Reporting Program
for
Greenbriar Development Project



Prepared for:
City of Sacramento
Environmental Planning Services
and
Sacramento Local Agency Formation Commission

September 6, 2007



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Greenbriar Development Project



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MITIGATION MONITORING AND REPORTING PROGRAM

INTRODUCTION

This Environmental Mitigation Monitoring and Reporting Program (MMRP) has been prepared pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines to provide for the monitoring of mitigation measures required of the Greenbriar Development Project (proposed project) as set forth in the Final Environmental Impact Report (FEIR) prepared for the project.

Section 21081.6 of the California Public Resources Code and Section 15091(d) and 15097 of the State CEQA Guidelines require public agencies “to adopt a reporting or monitoring program for changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment.” A Mitigation Monitoring and Reporting Program (MMRP) is required for the proposed project because the EIR for the project identified potentially significant adverse impacts related to construction and implementation activities, and mitigation measures have been identified to reduce most of those impacts to a less-than-significant level.

LAFCo ADOPTION OF THE MMRP

As co-lead agencies, the City of Sacramento (City) and the Sacramento County Local Agency Formation Commission (LAFCo) will adopt this MMRP when they approve their respective elements of the project. **To the extent that this MMRP includes mitigation measures that are within the City’s jurisdiction (printed in blue and denoted by an asterisk below), , the City shall demonstrate, prior to Annexation, that the mitigation measures set forth below, or other feasible alternatives have been adopted.** Should the City adopt a feasible alternative to any of the mitigation measures set forth below, this mitigation monitoring plan shall be appropriately revised to monitor the implementation of that mitigation measure prior to Annexation.

This MMRP will be kept on file at the City of Sacramento Planning Department, 2101 Arena Boulevard, Sacramento CA, 95834 and at LAFCo, 1112 I Street, Suite 100, Sacramento, CA 95814.

PURPOSE OF THE MMRP

This MMRP has been prepared to ensure that all required mitigation measures are implemented and completed according to schedule and maintained in a satisfactory manner during project construction and implementation, as required. The MMRP may be modified by the City or LAFCo during project implementation, as necessary, in response to changing conditions or other refinements. A summary table (attached) has been prepared to assist the responsible parties in implementing the MMRP. The table identifies individual mitigation measures, monitoring/mitigation timing, responsible person/agency for implementing the measure, monitoring procedures, and a record of implementation of the mitigation measures. The numbering of mitigation measures follows the numbering sequence found in the EIR.

ROLES AND RESPONSIBILITIES

Unless otherwise specified herein, the City and LAFCo are responsible for taking all actions necessary to implement the mitigation measures according to the specifications provided for each measure and for demonstrating that the action has been successfully completed. The City and LAFCo at their discretion may delegate implementation responsibility or portions thereof to a licensed contractor.

The City and LAFCo will be responsible for overall administration of the MMRP and for verifying that City or LAFCo staff or a qualified construction contractor has completed the necessary actions for each measure. The City and LAFCo will each designate a project manager to oversee the MMRP during the construction period. Duties of the project manager include the following:

- ▶ Ensure that routine inspections of the construction site are conducted by appropriate City and LAFCo staff; and check plans, reports, and other documents required by the MMRP.
- ▶ Serve as a liaison between the City/LAFCo and the construction contractor regarding mitigation monitoring issues.
- ▶ Complete forms and maintain records and documents required by the MMRP.
- ▶ Coordinate and ensure that corrective actions or enforcement measures are taken, if necessary.

CHANGES TO MITIGATION MEASURES

Any substantive change in the MMRP made by City or LAFCo staff shall be reported in writing. Reference to such changes shall be made in the monthly or annual Environmental Mitigation Monitoring Report prepared by City and LAFCo staff. Modifications to the mitigation measures may be made by City or LAFCo staff subject to one of the following findings and documented by evidence included in the record:

1. The mitigation measure included in the Final EIR and the MMRP is no longer required because the significant environmental impact identified in the Final EIR has been found not to exist or to occur at a level which makes the impact less than significant as a result of changes in the project, changes in conditions of the environment, or other factors.

OR

2. The modified or substitute mitigation measure to be included in the MMRP provides a level of environmental protection equal to or greater than that afforded by the mitigation measure included in the Final EIR and the MMRP.

AND

3. The modified or substitute mitigation measures do not have significant adverse effects on the environment in addition to or greater than those which were considered by the responsible hearing bodies in their decisions on the Final EIR and the proposed project.

AND

4. The modified or substitute mitigation measures are feasible, and the City, through measures included in the MMRP or other City procedures, can assure their implementation.

Findings and related documentation supporting the findings involving modifications to mitigation measures shall be maintained in the project file with the MMRP and shall be made available to the public upon request.

MMRP SUMMARY TABLE

The MMRP Summary Table that follows should guide the City and LAFCo in their evaluation and records of the implementation of mitigation measures.

The column categories identified in the MMRP Summary Table are described below:

- ▶ **Summary of Mitigation** – lists the mitigation measures by number identified in the EIR and provides the text of the mitigation measures identified in the EIR.
- ▶ **Action** – describes the type of action taken to verify implementation of the mitigation.
- ▶ **Implementing Party** – identifies the entity responsible for complying with the requirements of the mitigation measure.
- ▶ **Timing** – lists the time frame in which the mitigation will take place.
- ▶ **Monitoring Party** – identifies the agency that verifies compliance.

**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
6.1 Transportation and Circulation				
<p>6.1-1a: Develop a Financial Plan (City of Sacramento and LAFCo)* The applicant shall be required to develop the Greenbriar Finance Plan for review and approval by the City prior to annexation. The plan shall identify the financing mechanisms for all feasible transportation improvements defined as mitigation measures, including but not limited to, new roadways, roadways widening, traffic signals, and public transit. The project applicant shall coordinate the preparation of the finance plan with the City of Sacramento, Sacramento County, and the Metro Air Park Public Facilities Financing Plan. All mitigation measures with “fair share” contributions would be implemented through the proposed financing mechanism(s) indicated in the finance plan or by some other mechanism as determined by the City of Sacramento in consultation with the Sacramento County. The Greenbriar Finance Plan shall be adopted by the City at the time the project is considered for approval. A copy of the Draft Greenbriar Finance Plan is included in Appendix C of the EIR.</p>	<p><i>Prepare Greenbriar Finance Plan</i></p>	<p><i>Project applicant, City of Sacramento</i></p>	<p><i>Concurrent with project approval</i></p>	<p><i>City of Sacramento Development Services Department; Sacramento LAFCo</i></p>
<p>6.1-1b: Meister Way Overpass (City of Sacramento)* The project applicant in coordination with the City shall ensure that the Meister Way overpass is constructed and in operation on or before 65% buildout of the project based on total project trips. With implementation of this improvement, operating conditions at study area intersections would substantially improve as shown in Table 6.1-30 below. Exhibit 6.1-16 of the DEIR shows the Baseline plus Project peak-hour turning movement volumes with the Meister Way overpass and Exhibit 6.1-17 shows the Baseline plus Project lane configurations with Meister Way overpass.</p>	<p><i>Ensure construction and operation of Meister Way overpass</i></p>	<p><i>Project applicant and City of Sacramento</i></p>	<p><i>On or before 65% buildout of project based on total project trip generation</i></p>	<p><i>City of Sacramento Development Services Department</i></p>
<p>6.1-1c: Elverta Road and SR 70/99 (City of Sacramento, Caltrans, County)* Before issuance of the first occupancy permit, the project applicant shall restripe the westbound Elverta Road approach to provide two left turn lanes, and a shared through-right turn lane (currently, a left turn lane, a shared left turn-through lane, and a right turn lane). Available right-of way currently exists at this intersection to implement this mitigation measure. Construction outside existing right-of-way would not be required.</p>	<p><i>Re-stripe westbound Elverta Road approach to provide two turn lanes and a shared through-right lane</i></p>	<p><i>Project applicant</i></p>	<p><i>Prior to issuance of first occupancy permit</i></p>	<p><i>City of Sacramento Development Services Department</i></p>

* Prior to Annexation, these mitigation measures, or other feasible alternatives, shall be adopted by the City and this MMRP shall be revised accordingly.

**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>6.1-1d: Elkhorn Boulevard and Lone Tree Road (City of Sacramento and County)* On or before 50% buildout of the project based on total project trip generation, the project applicant shall construct a traffic signal at the Elkhorn Boulevard and Lone Tree Road intersection. Existing right-of-way is available to accommodate this improvement.</p>	<p><i>Construct traffic signal at Elkhorn Boulevard and Lone Tree Road intersection</i></p>	<p><i>Project applicant</i></p>	<p><i>On or before 50% buildout of project based on total project trip generation</i></p>	<p><i>City of Sacramento Development Services Department</i></p>
<p>6.1-1e: SR 70/99 Northbound Ramps and Elkhorn Boulevard (City of Sacramento and Caltrans)* Prior to project approval, the project applicant in coordination with the City, shall prepare a City Council-approved Finance Plan to fund necessary traffic mitigation. This funding mechanism shall be in conformance with the Draft Greenbriar Finance Plan presented in Appendix C. This funding mechanism shall ensure that the project applicant will pay their fair-share costs (determined in consultation with the City) toward the installation of a traffic signal at the SR 70/99 Northbound Ramps and Elkhorn Boulevard intersection and shall install the traffic signal before recordation of the first map. The Draft Greenbriar Finance Plan identifies 100% of the funding needed to construct this improvement including funds collected through the Metro Air Park Finance Plan and the North Natomas Public Facilities Finance Plan.</p>	<p><i>Prepare City-Council approved Finance Plan to fund traffic mitigation to ensure that the project applicant will pay their fair-share costs toward the installation of a traffic signal at the SR 70/99 Northbound Ramps and Elkhorn Boulevard intersection</i></p>	<p><i>Project applicant and City of Sacramento</i></p>	<p><i>Finance Plan shall be prepared prior to project approval</i> <i>Traffic signal shall be installed prior to recordation of the first map</i></p>	<p><i>City of Sacramento Development Services Department</i></p>
<p>6.1-1f: Elkhorn Boulevard and E. Commerce Way (City of Sacramento)* Before project approval, the project applicant shall in coordination with the City, prepare a City Council-approved Finance Plan to fund necessary traffic mitigation. This funding mechanism shall be in conformance with the Draft Greenbriar Finance Plan presented in Appendix C. This funding mechanism shall ensure that the project applicant will pay their fair-share costs (determined in consultation with the City) toward the installation of a traffic signal at the Elkhorn Boulevard/East Commerce Way intersection. The Draft Greenbriar Finance Plan identifies 100% of the funding needed to implement this improvement.</p>	<p><i>Prepare City-Council approved Finance Plan to fund traffic mitigation to ensure that the project applicant will pay their fair-share costs toward the installation of a traffic signal at the Elkhorn Boulevard/East Commerce Way intersection</i></p>	<p><i>Project applicant and City of Sacramento</i></p>	<p><i>Prior to project approval</i></p>	<p><i>City of Sacramento Development Services Department</i></p>
<p>6.1-1g: Elkhorn Boulevard and Project Street 1 (City of Sacramento)* On or before the issuance of the first occupancy permit, the project applicant shall install a traffic signal at the Elkhorn Boulevard/Project Street 1 intersection.</p>	<p><i>Construct traffic signal at Elkhorn Boulevard and Project Street 1 intersection</i></p>	<p><i>Project applicant</i></p>	<p><i>Prior to issuance of first occupancy permit</i></p>	<p><i>City of Sacramento Development Services Department</i></p>
<p>6.1-1h: Elkhorn Boulevard and Project Street 2 (City of Sacramento)* On or before the issuance of the first occupancy permit, the project</p>	<p><i>Construct traffic signal at Elkhorn Boulevard and</i></p>	<p><i>Project applicant</i></p>	<p><i>Prior to issuance of first occupancy</i></p>	<p><i>City of Sacramento Development</i></p>

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**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
applicant shall install a traffic signal at the Elkhorn Boulevard/Project Street 2 intersection.	<i>Project Street 2 intersection</i>		<i>permit</i>	<i>Services Department</i>
6.1-i: Elkhorn Boulevard and Project Street 3 (City of Sacramento)* On or before issuance of the first occupancy permit, the project applicant shall make revisions to the project plans so that this intersection will be restricted to right in/ right out access only.	<i>Make revisions to project plans so Elkhorn Boulevard and Project Street 3 intersection is restricted to right in/right out access only</i>	<i>Project applicant</i>	<i>Prior to issuance of first occupancy permit</i>	<i>City of Sacramento Development Services Department</i>
6.1-2a: Meister Way Overpass (City of Sacramento)* The project applicant shall implement Mitigation Measure 6.1-1b above (i.e., construct Meister Way overpass).	<i>See 6.1-1 b above</i>	<i>See 6.1-1 b above</i>	<i>See 6.1-1 b above</i>	<i>See 6.1-1 b above</i>
6.1-2b: Elkhorn Boulevard west of SR 70/99 Interchange (City of Sacramento and County)* On or before 60% total buildout of the project based on trip generation, the project applicant shall widen Elkhorn Boulevard west of SR 70/99 interchange to Lone Tree road to provide two travel lanes in each direction. Right-of-way for the recommended widening is currently available and has been secured by the City.	<i>Widen Elkhorn Boulevard west of SR 70/99 interchange to Lone Tree Road to provide two travel lanes in each direction</i>	<i>Project applicant</i>	<i>On or before 60% buildout of project based on total project trip generation</i>	<i>City of Sacramento Development Services Department</i>
6.1-2c: Meister Way west of SR 70/99 (City of Sacramento)* On or before 66% total buildout of the project based on trip generation, the project applicant shall widen Meister Way west of SR 70/99 to provide two travel lanes in each direction from the first street intersection of SR 70/99 (Meister Way and 28 Street/36 Street [identified on the tentative map]) west to Lone Tree Road. Right-of-way for the recommended widening is currently available on-site.	<i>Widen Meister Way west of SR 70/99 to provide two travel lanes in each direction from the first street intersection of SR 70/99 west to Lone Tree Road</i>	<i>Project applicant</i>	<i>On or before 66% buildout of project based on total project trip generation</i>	<i>City of Sacramento Development Services Department</i>
6.1-3a: Meister Way Overpass (City of Sacramento)* The project applicant shall implement Mitigation Measure 6.1-1b above (i.e., construct the Meister Way overpass).	<i>See 6.1-1b above</i>	<i>See 6.1-1b above</i>	<i>See 6.1-1b above</i>	<i>See 6.1-1b above</i>
6.1-3b: SR 70/99 Northbound to Elkhorn Boulevard off-ramp (City of Sacramento)*				
a. The project applicant shall implement mitigation measure 6.1-1e, which would require the installation of a traffic signal at the SR 70/99 Northbound Ramps and Elkhorn Boulevard intersection.	<i>a. see 6.1-1e</i>	<i>a. see 6.1-1e</i>	<i>a. see 6.1-1e</i>	<i>a. see 6.1-1e</i>
b. Before project approval, the project applicant shall in coordination with the City, prepare a City Council-approved Finance Plan to fund	<i>b. Prepare City-Council approved Finance Plan to</i>	<i>b. Project applicant and City of</i>	<i>b. Concurrent with project approval</i>	<i>b. City of Sacramento</i>

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**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>necessary traffic mitigation. This funding mechanism shall be in conformance with the Draft Greenbriar Finance Plan presented in Appendix C. This funding mechanism shall ensure that the project applicant will pay their fair-share costs (determined in consultation with the City and Caltrans) toward the widening the off-ramp from one lane to two lanes. The Draft Greenbriar Finance Plan identifies 100% of the funding needed to construct this improvement. This improvement is included in the Metro Air Park Financing Plan (MAPFP) and the North Natomas Public Facilities Finance Plan.</p>	<p><i>ensure that the project applicant will pay their fair-share costs toward the widening the off-ramp from one lane to two lanes</i></p>	<p><i>Sacramento</i></p>		<p><i>Development Services Department</i></p>
<p>6.1-3c: SR 70/99 Southbound to I-5 Southbound on-ramp (City of Sacramento and Caltrans)*</p> <p>a. Prior to issuance of any building permits, the City will establish a Traffic Congestion Relief Fund to fund over all congestion relief projects.</p> <p>b. Upon the City’s issuance of any building permit for the project, the project applicant shall pay its fair-share contribution to the City’s Traffic Congestion Relief Fund. Monies collected within the City’s fund will be used by the City in the time and manner as required by the City of Sacramento, in coordination with Caltrans and other transportation agencies including Regional Transit, to fund improvements that would relieve freeway congestion. As determined in consultation with Caltrans and RT, the project’s fair-share contribution for all feasible (project and cumulative) mainline freeway improvements would be \$1,135,904.</p>	<p><i>a. Establish a Traffic Congestion Relief Fund</i></p> <p><i>b. Pay fair-share to the City’s Traffic Congestion Relief Fund</i></p>	<p><i>a. City of Sacramento</i></p> <p><i>b. Project applicant</i></p>	<p><i>a. Upon issuance of building permits</i></p> <p><i>b. Upon issuance of building permits</i></p>	<p><i>a. City of Sacramento Development Services Department</i></p> <p><i>b. City of Sacramento Development Services Department</i></p>
<p>6.1-4a: Meister Way Overpass (City of Sacramento)* The project applicant shall implement Mitigation Measure 6.1-1b above (i.e., construct the Meister Way overpass).</p>	<p><i>See 6.1-1b above</i></p>	<p><i>See 6.1-1b above</i></p>	<p><i>See 6.1-1b above</i></p>	<p><i>See 6.1-1b above</i></p>
<p>6.1-4b: I-5 North of Del Paso Road (City of Sacramento and Caltrans)*</p> <p>a. The project applicant shall implement Mitigation Measure 6.1-3c.</p> <p>b. Upon the City’s issuance of any building permit for the project, the project applicant shall pay its fair-share contribution to the City’s Traffic Congestion Relief Fund. This contribution has been previously identified within the fair-share funds calculated for Mitigation Measure 6.1-3c. Monies collected within the City’s fund will be used by the City in the time and manner as required</p>	<p><i>a. See 6.1-3c above</i></p> <p><i>b. Pay fair-share to the City’s Traffic Congestion Relief Fund</i></p>	<p><i>a. See 6.1-3c above</i></p> <p><i>b. Project applicant</i></p>	<p><i>a. See 6.1-3c above</i></p> <p><i>b. Upon issuance of building permits</i></p>	<p><i>a. See 6.1-3c above</i></p> <p><i>b. City of Sacramento Development Services Department</i></p>

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Table 1 Mitigation Monitoring and Reporting Table				
Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
by the City of Sacramento, in coordination with Caltrans and other transportation agencies including Regional Transit. The City's Traffic Congestion Relief Fund will be used to implement projects that would reduce mainline freeway congestion.				
6.1-4c: I-5 north of I-5/I-80 Interchange between I-80 and Arena Boulevard Exit (City of Sacramento and Caltrans)*				
a. The project applicant shall implement Mitigation Measure 6.1-3c.	<i>a. See 6.1-3c above</i>	<i>a. See 6.1-3c above</i>	<i>a. See 6.1-3c above</i>	<i>a. See 6.1-3c above</i>
b. Upon the City's issuance of any building permit for the project, the project applicant shall pay its fair-share contribution to the City's Traffic Congestion Relief Fund. This contribution has been previously identified within the fair-share funds calculated for Mitigation Measure 6.1-3c. Monies will be deposited within the City's fund in the time and manner as required by the City of Sacramento, in coordination with Caltrans and other transportation agencies including Regional Transit. The City's Traffic Congestion Relief Fund will be used to implement projects that would reduce mainline freeway congestion.	<i>b. Pay fair-share to the City's Traffic Congestion Relief Fund</i>	<i>b. Project applicant</i>	<i>b. Upon issuance of building permits</i>	<i>b. City of Sacramento Development Services Department</i>
Mitigation Measure 6.1-4d: This mitigation was removed in the Second Recirculated DEIR.				
6.1-4e: SR 70/99 between Elkhorn Boulevard and I-5/SR 70/99 Interchange (City of Sacramento)*				
a. The project applicant shall implement Mitigation Measure 6.1-3c.	<i>a. See 6.1-3c above</i>	<i>a. See 6.1-3c above</i>	<i>a. See 6.1-3c above</i>	<i>a. See 6.1-3c above</i>
b. Upon the City's issuance of any building permit for the project, the project applicant shall pay its fair-share contribution to the City's Traffic Congestion Relief Fund. This contribution has been previously identified within the fair-share funds calculated for Mitigation Measure 6.1-3c. Monies will be deposited within the City's fund in the time and manner as required by the City of Sacramento, in coordination with Caltrans and other transportation agencies including Regional Transit. The City's Traffic Congestion Relief Fund will be used to implement projects that would reduce mainline freeway congestion.	<i>b. Pay fair-share to the City's Traffic Congestion Relief Fund</i>	<i>b. Project applicant</i>	<i>b. Upon issuance of building permits</i>	<i>b. City of Sacramento Development Services Department</i>
6.1-5a: Elkhorn Boulevard and Lone Tree Road (City of Sacramento and County)*	<i>Coordinate with Sacramento County to acquire additional</i>	<i>Project applicant and City of</i>	<i>Prior to project buildout</i>	<i>City of Sacramento Development</i>

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**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>The project applicant shall provide an expanded intersection with a right turn pocket length of 200 feet for vehicles turning right onto northbound Lone Tree Road from the westbound Elkhorn Boulevard approach.</p>	<p><i>right-of-way to allow expansion of the Elkhorn Boulevard/Lone Tree Road intersection with a right-turn pocket length of 200 feet for vehicles turning right onto northbound Lone Tree Road from westbound Elkhorn Boulevard</i></p>	<p><i>Sacramento</i></p>		<p><i>Services Department</i></p>
<p>6.1-5b: SR 70/99 Southbound Ramps and Elkhorn Boulevard (City of Sacramento and Caltrans)* Before project approval, the project applicant shall in coordination with the City, prepare a City Council-approved Finance Plan to fully fund necessary traffic mitigation. This funding mechanism shall be in conformance with the Draft Greenbriar Finance Plan presented in Appendix C. This funding mechanism shall ensure that the project applicant will pay their fair-share costs (determined in consultation with the City and Caltrans) toward the restriping of the SR 70/99 southbound off-ramp approach to provide a left-turn lane, a shared left turn-right turn lane, and two right-turn lanes (cumulative base lane geometry assumes two left turn and two right turn lanes). The Draft Greenbriar Finance Plan identifies 100% of the funding needed to construct this improvement.</p>	<p><i>Prepare City-Council approved Finance Plan to ensure that the project applicant will pay their fair-share costs toward the restriping of the SR 70/99 southbound off-ramp approach to provide a left-turn lane, a shared left turn-right turn lane, and two right-turn lanes</i></p>	<p><i>Project applicant and City of Sacramento</i></p>	<p><i>Prior to project approval</i></p>	<p><i>City of Sacramento Development Services Department</i></p>
<p>6.1-5c: SR 70/99 Northbound Ramps and Elkhorn Boulevard (City of Sacramento and Caltrans)* Before project approval, the project applicant shall in coordination with the City, prepare a City Council-approved Finance Plan to fully fund necessary traffic mitigation. This funding mechanism shall be in conformance with the Draft Greenbriar Finance Plan presented in Appendix C. This funding mechanism shall ensure that the project applicant will pay their fair-share costs (determined in consultation with the City) toward the restriping of the SR 70/99 northbound off-ramp approach to provide two left-turn lanes, a shared left turn-right turn lane, and a right-turn lane (cumulative base lane geometry assumes two left turn and two right turn lanes). The Draft Greenbriar Finance Plan identifies 100% of the funding needed to construct this improvement.</p>	<p><i>Prepare City-Council approved Finance Plan to ensure that the project applicant will pay their fair-share costs toward the restriping of the SR 70/99 northbound off-ramp approach to provide two left-turn lanes, a shared left turn-right turn lane, and a right-turn lane</i></p>	<p><i>Project applicant and City of Sacramento</i></p>	<p><i>Prior to project approval</i></p>	<p><i>City of Sacramento Development Services Department</i></p>
<p>6.1-5d: Metro Air Parkway and I-5 Northbound Ramps (City of Sacramento and Caltrans)*</p>	<p><i>Prepare City-Council approved Finance Plan to</i></p>	<p><i>Project applicant and City of</i></p>	<p><i>Prior to project approval</i></p>	<p><i>City of Sacramento Development</i></p>

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**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>Before project approval, the project applicant shall in coordination with the City, prepare a City Council-approved Finance Plan to fully fund necessary traffic mitigation. This funding mechanism shall be in conformance with the Draft Greenbriar Finance Plan presented in Appendix C. This funding mechanism shall ensure that the project applicant will pay their fair-share costs (determined in consultation with the City) toward the restriping of the I-5 northbound off-ramp approach to provide a left-turn lane, a shared left turn-right turn lane and two right-turn lanes (cumulative base lane geometry assumes two left turn and two right turn lanes). The Draft Greenbriar Finance Plan identifies 100% of the funding needed to construct this improvement.</p>	<p><i>ensure that the project applicant will pay their fair-share costs toward the restriping of the I-5 northbound off-ramp approach to provide a left-turn lane, a shared left turn-right turn lane and two right-turn lanes</i></p>	<p><i>Sacramento</i></p>		<p><i>Services Department</i></p>
<p>6.1-5e: Meister Way and Metro Air Parkway (City of Sacramento)* Adding a left-turn lane and restriping the westbound Meister Way approach to provide two left-turn lanes and a shared, through right-turn lane (cumulative base lane geometry assumes a left turn lane, a through lane, and a right turn lane) would mitigate this impact to a less-than-significant level. However, construction of this mitigation measure would require the acquisition of additional right-of-way which is not controlled by the applicant.</p>	<p><i>Coordinate with Sacramento County to acquire additional right-of-way to allow adding a left-turn lane and restriping the westbound Meister Way approach to provide two left-turn lanes and a shared, through right-turn lane</i></p>	<p><i>Project applicant and City of Sacramento</i></p>	<p><i>Prior to project buildout</i></p>	<p><i>City of Sacramento Development Services Department</i></p>
<p>6.1-5f: Meister Way and Lone Tree Road (City of Sacramento)* Adding a left-turn lane for the eastbound and westbound Meister Way approaches, and southbound Lone Tree Road approach would improve the operations of this intersection to LOS C and would reduce this impact to a less-than-significant level. Sufficient right-of-way could be secured by the applicant for the westbound approach; however, right-of-way along eastbound and southbound approach is controlled by the County and not within the City’s jurisdiction. Although implementation of this measure would reduce the project’s cumulative impacts to this intersection to a less-than-significant level, it is unknown whether additional right-of-way could be secured and whether this measure would be implemented.</p>	<p><i>Coordinate with Sacramento County to acquire additional right-of-way to allow adding a left-turn lane for the eastbound and westbound Meister Way approaches, and southbound Lone Tree Road approach</i></p>	<p><i>Project applicant and City of Sacramento</i></p>	<p><i>Prior to project buildout</i></p>	<p><i>City of Sacramento Development Services Department</i></p>
<p>6.1-5g: Meister Way and E. Commerce Way (City of Sacramento)* On or before 65% buildout of the project based on the project’s total trips, the project applicant shall revise the improvement plan to provide a left-turn lane for the northbound East Commerce Way approach, an additional lane for the eastbound Meister Way approach, and restripe the eastbound</p>	<p><i>Revise the improvement plan to provide a left-turn lane for the northbound East Commerce Way approach, an additional lane for the</i></p>	<p><i>Project applicant</i></p>	<p><i>Prior to 65% buildout of project site</i></p>	<p><i>City of Sacramento Development Services Department</i></p>

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**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
Meister Way approach to provide a left-turn lane and a right-turn lane (base cumulative lane geometry assumed to have a shared left turn-right turn lane for the eastbound approach).	<i>eastbound Meister Way approach, and restripe the eastbound Meister Way approach to provide a left-turn lane and a right-turn lane</i>			
6.1-5h: Elkhorn Boulevard and Project Street 1 (City of Sacramento)* Construction of an additional through lane for the eastbound and westbound Elkhorn Boulevard approaches (cumulative base lane geometry assumes three through lanes in each direction on Elkhorn Boulevard) would reduce this impact to a less-than-significant level. However, this measure would require the acquisition of additional right-of-way beyond the maximum right-of-way proposed by the City/County for this roadway.	<i>Not applicable</i>	<i>Not applicable</i>	<i>Not applicable</i>	<i>Not applicable</i>
6.1-5i: Elkhorn Boulevard and Project Street 2 (City of Sacramento)* Construction of an additional through lane for the eastbound and westbound Elkhorn Boulevard approaches (cumulative base lane geometry assumes three through lanes in each direction on Elkhorn Boulevard) would reduce this impact to a less-than-significant level. However, this measure would require the acquisition of additional right-of-way beyond the maximum right-of-way proposed by the City/ County for this roadway.	<i>Not applicable</i>	<i>Not applicable</i>	<i>Not applicable</i>	<i>Not applicable</i>
6.1-5j: Elkhorn Boulevard and Project Street 3 (City of Sacramento)* Construction of an additional through lane for the eastbound and westbound Elkhorn Boulevard approaches (cumulative base lane geometry assumes three through lanes in each direction on Elkhorn Boulevard) would reduce this impact to a less-than-significant level. However, this measure would require the acquisition of additional right-of-way beyond the ultimate right-of-way proposed by the City for this roadway. To improve the operations of this intersection under cumulative conditions, before buildout of the project, the project applicant shall restrict the left turn in/out movement at this intersection so that it will be right in/ right out movement only with a stop sign control on the side street. Although the operation of this intersection would improve, it would not cause this intersection to operate at an acceptable level (e.g., LOS D or better).	<i>Restrict the left turn in/out movement at this intersection so that it will be right in/ right out movement only with a stop sign control on the side street</i>	<i>Project applicant and City of Sacramento</i>	<i>Prior to project buildout</i>	<i>City of Sacramento Development Services Department</i>
6.1-6a: Elkhorn Boulevard west of SR 70/99 Interchange (City of Sacramento)* Widening Elkhorn Boulevard to eight lanes (4 in each direction) would reduce this impact to a less-than-significant level. The City includes	<i>Establish a funding mechanism to fully fund necessary traffic mitigation to ensure that the project</i>	<i>Project applicant and City of Sacramento</i>	<i>Prior to project approval</i>	<i>City of Sacramento Development Services Department</i>

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**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>widening of Elkhorn Boulevard to six lanes within its General Plan; widening to eight lanes is not feasible nor planned by the City. Therefore, before project approval, the project applicant shall, in coordination with the City, establish a funding mechanism to fully fund necessary traffic mitigation. This funding mechanism shall be in conformance with the Draft Greenbriar Finance Plan presented in Appendix C. This funding mechanism shall ensure that the project applicant will pay their fair-share costs towards widening Elkhorn Boulevard to six lanes west of the SR 70/99 Interchange (the number of lanes planned by the City of Sacramento). The City and developers of the MAP project have identified 100% of the funding necessary to widen the Elkhorn Boulevard/SR 70/99 overpass to six lanes.</p>	<p><i>applicant will pay their fair-share costs towards widening Elkhorn Boulevard to six lanes west of the SR 70/99 Interchange</i></p>			
<p>6.1-6b: Meister Way west of SR 70/99(City of Sacramento)* The project applicant shall implement Mitigation measure 6.1-2c.</p>	<p><i>Widen Meister Way west of SR 70/99 to provide two travel lanes in each direction from the first street intersection of SR 70/99 west to Lone Tree Road</i></p>	<p><i>Project applicant</i></p>	<p><i>Prior to 66% buildout of project site</i></p>	<p><i>City of Sacramento Development Services Department</i></p>
<p>6.1-7a: SR 70/99 Northbound to Elkhorn Boulevard off-ramp (City of Sacramento and Caltrans)* The project applicant shall coordinate with Caltrans to pay its fair share contribution to implement mitigation measure 6.1-5c, which requires re-striping the SR 99 northbound off-ramp approach to provide two left-turn lanes, a shared left turn-right turn lane and a right-turn lane (cumulative base lane geometry assumes two left turn and two right turn lanes). With implementation of this mitigation measure and widening this ramp from one lane to two lanes, this ramp would operate at LOS C and this impact would be reduced to a less-than-significant level. However, these ramps are not under the jurisdiction of the City of Sacramento (i.e., subject to Caltrans jurisdiction). While the project would contribute funds that would implement measures that would fully mitigate impacts to this intersection to a less-than-significant level, it is unknown whether these measures would be implemented because they are not subject to the control of the City.</p>	<p><i>Prepare City-Council approved Finance Plan to ensure that the project applicant will pay their fair-share costs toward the re-striping of the SR 70/99 northbound off-ramp approach to provide two left-turn lanes, a shared left turn-right turn lane, and a right-turn lane</i></p>	<p><i>Project applicant and City of Sacramento</i></p>	<p><i>Prior to project approval</i></p>	<p><i>City of Sacramento Development Services Department</i></p>
<p>6.1-7b: I-5 Northbound to SR 70/99 Northbound off-ramp (City of Sacramento and Caltrans)*</p>				

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**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>a. The project applicant shall implement Mitigation Measure 6.1-3c.</p> <p>b. Upon the City’s issuance of any building permit for the project, the project applicant shall pay its fair-share contribution to the City’s Traffic Congestion Relief Fund. This contribution has been previously identified within the fair-share funds calculated for Mitigation Measure 6.1-3c. Monies will be deposited within the City’s fund in the time and manner as required by the City of Sacramento, in coordination with Caltrans and other transportation agencies including Regional Transit. The City’s Traffic Congestion Relief Fund will be used to implement projects that would reduce mainline freeway congestion.</p>	<p>a. <i>See 6.1-3c above</i></p> <p>b. <i>Pay fair-share to the City’s Traffic Congestion Relief Fund</i></p>	<p>a. <i>See 6.1-3c above</i></p> <p>b. <i>Project applicant</i></p>	<p>a. <i>See 6.1-3c above</i></p> <p>b. <i>Upon issuance of building permits</i></p>	<p>a. <i>See 6.1-3c above</i></p> <p>b. <i>City of Sacramento Development Services Department</i></p>
6.1-7c: I-5 Northbound to Metro Air Parkway off-ramp (City of Sacramento and Caltrans)*				
<p>a. The project applicant shall coordinate with Caltrans and the Metro Air Park Finance Plan to pay its fair share toward widening the off-ramp to provide two additional lanes. Caltrans’ DSMP includes the reconstruction of the I-5/Metro Air Park Interchange, but does not identify specific improvements or a project construction date. Widening of the interchange to provide the two additional lanes could be accommodated within the right-of-way proposed as part of the interchange improvement.</p> <p>b. The project applicant shall also implement mitigation measure 6.1-5d, which requires the establishment of a funding mechanism for restriping the I-5 northbound off-ramp approach to provide a left turn lane, a shared left turn-right turn lane and two right turn lanes (cumulative base lane geometry assumes two left turn and two right turn lanes).</p>	<p>a. <i>Pay fair share toward widening of the off-ramp</i></p> <p>b. <i>see 6.1-5d above</i></p>	<p>a. <i>Project applicant</i></p> <p>b. <i>see 6.1-5d above</i></p>	<p>a. <i>Prior to project buildout</i></p> <p>b. <i>see 6.1-5d above</i></p>	<p>a. <i>City of Sacramento Development Services Department and Caltrans</i></p> <p>b. <i>see 6.1-5d above</i></p>
6.1-7d: Metro Air Parkway to I-5 Southbound loop on-ramp (City of Sacramento and Caltrans)*				
<p>Before project approval, the project applicant shall, in coordination with the City, prepare a City Council-approved Finance Plan to fully fund necessary traffic mitigation. This funding mechanism shall be in conformance with the Draft Greenbriar Finance Plan presented in Appendix C of the DEIR. This funding mechanism shall ensure that the project applicant will pay their fair-share costs (determined in consultation with the City and Caltrans) toward the widening of the on-ramp to provide two additional lanes. The Draft Greenbriar Finance Plan identifies 100% of</p>	<p><i>Prepare City-Council approved Finance Plan to ensure that the project applicant will pay their fair-share costs toward the widening of the I-5 southbound loop on-ramp to provide two additional lanes</i></p>	<p><i>Project applicant and City of Sacramento</i></p>	<p><i>Prior to project approval</i></p>	<p><i>City of Sacramento Development Services Department</i></p>

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**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
the funding needed to construct this improvement.				
6.1-8a: I-5 east of Powerline Road to the MAP Interchange (City of Sacramento and Caltrans)*				
a. The project applicant shall implement Mitigation Measure 6.1-3c.	<i>a. See 6.1-3c above</i>	<i>a. See 6.1-3c above</i>	<i>a. See 6.1-3c above</i>	<i>a. See 6.1-3c above</i>
b. Upon the City’s issuance of any building permit for the project, the project applicant shall contribute its fair share toward widening this segment to six lanes (currently four lanes). This mitigation would improve the operating conditions of this segment during peak conditions to an acceptable LOS. The Caltrans’ District 3 DSMP includes adding an HOV lane to I-5 by the year 2020 and according to the Metro Air Park Finance Plan, this segment of I-5 would be upgraded to six lanes with buildout of the Metro Air Park project. Therefore, before recordation of the first map, the project applicant shall, in coordination with the City, prepare a City Council-approved Finance Plan. This funding mechanism shall be in conformance with the Draft Greenbriar Finance Plan presented in Appendix C of the DEIR. This funding mechanism shall ensure that the project applicant will pay their fair-share costs, determined in consultation with the City and in coordination with the Metro Air Park Finance Plan, toward the widening of I-5 to six lanes.	<i>b. Pay fair-share to the City’s Traffic Congestion Relief Fund</i>	<i>b. Project applicant</i>	<i>b. Upon issuance of building permits</i>	<i>b. City of Sacramento Development Services Department</i>
6.1-8b: I-5 north of Del Paso Road (City of Sacramento and Caltrans)*				
a. The project applicant shall implement Mitigation Measure 6.1-3c.	<i>a. See 6.1-3c above</i>	<i>a. See 6.1-3c above</i>	<i>a. See 6.1-3c above</i>	<i>a. See 6.1-3c above</i>
b. Upon the City’s issuance of any building permit for the project, the project applicant shall contribute its fair share amount in the City’s Traffic Congestion Relief Fund. This contribution has been previously identified within the fair-share funds calculated for Mitigation Measure 6.1-3c. Monies will be deposited within the City’s fund in the time and manner as required by the City of Sacramento, in coordination with Caltrans and other transportation agencies including Regional Transit. The City’s Traffic Congestion Relief Fund will be used to implement projects that would reduce mainline freeway congestion.	<i>b. Pay fair-share to the City’s Traffic Congestion Relief Fund</i>	<i>b. Project applicant</i>	<i>b. Upon issuance of building permits</i>	<i>b. City of Sacramento Development Services Department</i>

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**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>6.1-8c: I-5 north of I-5/I-80 Interchange between I-80 and Arena Boulevard Exit (City of Sacramento and Caltrans)*</p> <p>a. The project applicant shall implement Mitigation Measure 6.1-3c.</p> <p>b. Upon the City’s issuance of any building permit for the project, the project applicant shall contribute its fair share amount in the City’s Traffic Congestion Relief Fund. This contribution has been previously identified within the fair-share funds calculated for Mitigation Measure 6.1-3c. Monies will be deposited within the City’s fund in the time and manner as required by the City of Sacramento, in coordination with Caltrans and other transportation agencies including Regional Transit. The City’s Traffic Congestion Relief Fund will be used to implement projects that would reduce mainline freeway congestion.</p>	<p><i>a. See 6.1-3c above</i></p> <p><i>b. Pay fair-share to the City’s Traffic Congestion Relief Fund</i></p>	<p><i>a. See 6.1-3c above</i></p> <p><i>b. Project applicant</i></p>	<p><i>a. See 6.1-3c above</i></p> <p><i>b. Upon issuance of building permits</i></p>	<p><i>a. See 6.1-3c above</i></p> <p><i>b. City of Sacramento Development Services Department</i></p>
<p>6.1-9: Bicycle and Pedestrian Facilities (City of Sacramento)*</p> <p>a. Prior to recordation of the first map, the project applicant shall coordinate with the City of Sacramento Development Engineering Division to identify the necessary on- and off-site pedestrian and bicycle facilities to serve the proposed development. These facilities shall be incorporated into the project and could include: sidewalks, stop signs, in-pavement lighted crosswalks, standard pedestrian and school crossing warning signs, lane striping to provide a bicycle lane, bicycle parking, signs to identify pedestrian and bicycle paths, marked and raised crosswalks, and pedestrian signal heads.</p> <p>b. Circulation and access to all proposed parks and public spaces shall include sidewalks that meet American with Disability Act Standards.</p> <p>c. The project applicant shall dedicate a buffer along the edges of the project site (south, east, and west) to the City of Sacramento. This buffer shall be landscaped by the project applicant and shall provide space for future 10-foot off-street bikeways that would connect residents and employees to the NNCP area and other Class I bike facilities. The buffer on the western edge of the project site shall not encroach on the 250-foot linear open space/buffer proposed for giant garter snake habitat.</p>	<p><i>a.–f. Coordinate with the City of Sacramento Development Engineering and Finance Division to identify the necessary on- and off-site pedestrian and bicycle facilities to serve the proposed development</i></p>	<p><i>a–f. Project applicant</i></p>	<p><i>a–f. Prior to recordation of the first map</i></p>	<p><i>a–f. City of Sacramento Development Services Department</i></p>
<p>d. The project applicant shall provide on-street bicycle lanes 5-6-feet wide within the community. Details on the design and siting of these bike lanes shall be done in consultation with the City of Sacramento</p>				

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Table 1 Mitigation Monitoring and Reporting Table				
Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
Development Engineering Division.				
e.	Bicycle parking shall conform to City standards and shall be located in high visibility areas to encourage bicycle travel. Class I (i.e., bicycle lockers) and Class II (i.e., racks) bicycle facilities shall be provided throughout the commercial areas of the project, at a ratio of 1 bicycle storage space for every 20 off-street vehicle parking spaces required. Fifty percent of the storage spaces shall be Class I facilities and the remaining 50% shall be Class II facilities.			
f.	The project applicant shall provide residents, tenants, and employees of the project site with information regarding the Sacramento Area Council of Government's (SACOG) Rideshare bicycle commuting program.			

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**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
6.1-10: (City of Sacramento)*				
<p>a. Prior to the construction and operation of RT’s proposed LRT station along Meister Way, the project applicant shall fund and operate an interim shuttle/bus transportation service for residents and patrons of the project site. The project applicant shall develop this interim transit service in consultation with the City of Sacramento and the RT. The interim transit service shall provide transit services for peak commute periods. To promote the use of public transit services, the project applicant at the sale of proposed residences shall promote the availability of transit services. Once demand for public transit services reaches 50 service requests, the project applicant shall begin to provide transit services and shall increase those services in proportion to the development levels and increased rider ship levels occurring on the project site.</p> <p>b. The transit service shall take residents to the Central Business District (CBD) (i.e., downtown Sacramento) where they can transfer to light rail, bus, or train and connect to anywhere in greater Sacramento region and to the Bay Area. The transit service shall connect residents to the following transit services: Sacramento Regional Transit, El Dorado Transit, Yuba-Sutter Transit, Yolo Bus, Placer County Transit, San Joaquin Transit, Fairfield/Suisun Transit, Amador Transit, Roseville Transit, ETRAN (Elk Grove), and the Capitol Corridor/Amtrak. Midday service shall also be considered as development and rider ship demands increase.</p> <p>c. Final design and operation of the transit service will be subject to the approval of the City and other proposed operating agencies (e.g., RT).</p>	<p><i>a.-c. Fund and operate an interim shuttle/bus transportation service for residents and patrons of the project site</i></p>	<p><i>a.-c. Project applicant</i></p>	<p><i>a.-c. Prior to construction and operation of LRT station along Meister Way and after receiving 50 service requests from on-site residents</i></p>	<p><i>a.-c. City of Sacramento Development Services Department</i></p>
6.1-11: (City of Sacramento)*				
<p>a. Prior to issuance of grading permits for the project site, the project applicant shall prepare a detailed Traffic Management Plan that will be subject to review and approval by the City Department of Transportation, Caltrans, Sacramento County, and local emergency services providers including the City of Sacramento fire and police departments. The plan shall ensure that acceptable operating conditions on local roadways and freeway facilities are maintained. At a minimum, the plan shall include:</p> <ul style="list-style-type: none"> ▶ the number of truck trips, time an day of street closures, 	<p><i>a. Prepare a detailed Traffic Management Plan</i></p>	<p><i>a. Project applicant</i></p>	<p><i>a. Prior to issuance of any grading permits</i></p>	<p><i>a. City of Sacramento Development Services Department</i></p>

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**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<ul style="list-style-type: none"> ▶ time of day of arrival and departure of trucks, ▶ limitations on the size and type of trucks, provision of a truck staging area with a limitation on the number of trucks that can be waiting, ▶ provision of a truck circulation pattern, ▶ provision of driveway access plan along Elkhorn Boulevard so that safe vehicular, pedestrian, and bicycle movements are maintained (e.g., steel plates, minimum distances of open trenches, and private vehicle pick up and drop off areas), ▶ maintain safe and efficient access routes for emergency vehicles, ▶ manual traffic control when necessary, ▶ proper advance warning and posted signage concerning street closures, and ▶ provisions for pedestrian safety. <p>b. A copy of the construction traffic management plan shall be submitted to local emergency response agencies and these agencies shall be notified at least 14 days before the commencement of construction that would partially or fully obstruct local roadways.</p>	<p><i>b. Submit Traffic Management Plan to local emergency response agencies; and notify these agencies of construction activities that would partially or fully obstruct local roadways</i></p>	<p><i>b. Project applicant</i></p>	<p><i>b. 14 days prior to the commencement of construction</i></p>	<p><i>b. City of Sacramento Development Services Department</i></p>
<p>6.1-12: (City of Sacramento)* The project applicant shall submit a detailed parking plan for each proposed land use at the time development entitlements (e.g., building permits or special permits) are sought. The parking plan shall ensure that parking provided on the project site would meet the City’s most current parking standards for the proposed land use and it shall identify the number and location of proposed parking spaces including proposed handicap parking spaces. If a light rail station is constructed within project site, then a park and ride lot or park and ride spaces shall be allocated in the retail zoned area in the vicinity of the proposed LRT station. The parking plan shall be subject to the review and approval by the City Development Engineering Division.</p>	<p><i>Submit a detailed parking plan for each proposed land use</i></p>	<p><i>Project applicant</i></p>	<p><i>Prior to approval of development entitlements</i></p>	<p><i>City of Sacramento Development Engineering and Finance Division</i></p>
<p>6.1-13: (City of Sacramento)* a. Prior to 40% buildout of the project site based on total project trips, an</p>	<p><i>a. Provide an exclusive left turn lane and a shared</i></p>	<p><i>a, b, c. Project applicant</i></p>	<p><i>a, b, c. Prior to 40% buildout of</i></p>	<p><i>a, b, c. City Development</i></p>

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**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>exclusive left turn lane and a shared through-right turn lane for the project side streets with stop control shall be provided at the three four-legged project intersections along Meister Way.</p> <p>b. An exclusive left turn lane for vehicles turning left from the eastbound and westbound Meister Way approaches shall be provided at these intersections. Exhibit 6.1-18 shows the proposed traffic controls throughout the project site.</p> <p>c. Final design and siting of these improvements shall be subject to the approval of the City Development Engineering Division, Development Services Department.</p>	<p><i>through-right turn lane for the project side streets with stop control at the three four legged project intersections along Meister Way</i></p> <p><i>b. Provide an exclusive left turn lane for vehicles turning left from the eastbound and westbound Meister Way approaches at the three four legged project intersections along Meister Way</i></p> <p><i>c. Submit final design and siting plans</i></p>		<i>project site</i>	<i>Engineering and Finance Division</i>
<p>6.1-14: Traffic Calming Measures (City of Sacramento)* During review of the project’s tentative map and project entitlements, the project applicant shall coordinate with the City to identify roadways where traffic calming measures including but not limited to narrow travel lanes, speed bumps, round-a-bouts, raised intersections, and stop controls are needed to ensure the orderly, efficient, and safe flow of traffic. Design and siting of these facilities would be subject to approval by the City Development Engineering Division, Development Services Department.</p>	<p><i>Coordinate with the City to identify roadways where traffic calming measures including but not limited to narrow travel lanes, speed bumps, round-a-bouts, raised intersections, and stop controls are needed to ensure the orderly, efficient, and safe flow of traffic</i></p>	<i>Project applicant</i>	<i>Prior to approval of final map</i>	<i>City of Sacramento Development Services Department</i>
<p>6.1-15: Emergency Access (City of Sacramento)* a. During review of the project’s tentative map and project entitlements, the project applicant shall coordinate with the City Development Engineering Division, Development Services Department, Fire Department, and Police Department staff to ensure that the roadways provide adequate access for emergency vehicles (i.e., turning radii, lane width).</p> <p>b. The project applicant shall implement mitigation measure 6.1-12</p>	<p><i>Coordinate with the City Development Engineering and Finance Division, Development Services Department, Fire Department, and Police Department staff to ensure that the roadways provide adequate access for emergency vehicles</i></p> <p><i>b. See 6.1-12</i></p>	<i>Project applicant</i>	<i>Prior to approval of final map</i>	<i>City of Sacramento Development Services Department</i>
		<i>b. See 6.1-12</i>	<i>b. See 6.1-12</i>	<i>b. See 6.1-12</i>

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**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
(Construction Traffic Management Plan).				
6.2 Air Quality				
6.2-1: (City of Sacramento and LAFCo)*				
<p>In accordance with the recommendations of the SMAQMD, the project applicant shall implement the following measures to reduce temporary construction emissions.</p> <p>a. The project applicant shall implement the following measures to reduce NO_x and visible emissions from heavy-duty diesel equipment.</p> <p>i. Before issuance of a grading permit, the project applicant shall provide a plan for approval by the lead agency, in consultation with SMAQMD, demonstrating that the heavy-duty (>50 horsepower), off-road vehicles to be used in the construction</p>	<p><i>a (i). Provide a plan for approval by the lead agency demonstrating that the heavy-duty (>50 horsepower), off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project-wide fleet-</i></p>	<p><i>a(i).Project applicant and SMAQMD</i></p>	<p><i>a(i). Prior to issuance of any grading permits</i></p>	<p><i>a(i). City of Sacramento Development Services Department, Sacramento LAFCo, and SMAQMD</i></p>
<p>project, including owned, leased, and subcontractor vehicles, will achieve a project-wide fleet-average 20% NO_x reduction and 45% particulate reduction compared to the most recent ARB fleet average at the time of construction. Acceptable options for reducing emissions include the use of late-model engines, low-emission diesel products, alternative fuels, particulate matter traps, engine retrofit technology, after-treatment products, and/or such other options as become available.</p> <p>ii. Before issuance of a grading permit, the project applicant shall submit to the lead agency and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that will be used an aggregate of 40 or more hours during any portion of project construction. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction operations occur. At least 48 hours before heavy-duty off-road equipment is used, the project applicant shall provide the SMAQMD with the anticipated construction timeline including start date, and the name and phone number of the project manager and on-site foreman.</p>	<p><i>average 20% NOX reduction and 45% particulate reduction compared to the most recent ARB fleet average at the time of construction</i></p> <p><i>a(ii). Submit to the lead agency and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that will be used an aggregate of 40 or more hours during any portion of project construction</i></p>	<p><i>a(ii). Project applicant</i></p>	<p><i>a(ii.) Prior to issuance of grading permits</i></p>	<p><i>a(ii). City of Sacramento Development Services Department, Sacramento LAFCo, and SMAQMD</i></p>

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**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>iii. Before issuance of a grading permit, the project applicant shall ensure that emissions from off-road, diesel-powered equipment used on the project site do not exceed 40% opacity for more than 3 minutes in any 1 hour. Any equipment found to exceed 40% opacity (for white smoke) or Ringlemann 2.0 (for black smoke) shall be repaired immediately, and the SMAQMD shall be notified of non-compliant equipment within 48 hours of identification. A visual survey of all in-operation equipment shall be made at least weekly by the construction contractor, and the contractor shall submit a monthly summary of visual survey results throughout the duration of the construction project, except that the monthly summary shall not be required for any 30-day period in which no construction operations occur. The monthly summary shall include the quantity and type of vehicles surveyed, as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance.</p>	<p><i>a(iii). Ensure that emissions from off-road, diesel-powered equipment used on the project site do not exceed 40% opacity for more than 3 minutes in any 1 hour</i></p>	<p><i>a(iii). Project applicant</i></p>	<p><i>a(iii). Prior to issuance of any grading permits and during construction</i></p>	<p><i>a(iii). City of Sacramento Development Services Department, Sacramento LAFCo, and SMAQMD</i></p>
<p>b. As recommended by the SMAQMD, the project applicant shall reduce fugitive dust emissions by implementing the measures listed below during construction.</p> <p>i. All disturbed areas, including storage piles that are not being actively used for construction purposes, shall be effectively stabilized of dust emissions using water, a chemical stabilizer or suppressant, or vegetative ground cover. Soil shall be kept moist at all times.</p> <p>ii. All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or a chemical stabilizer or suppressant.</p> <p>iii. When materials are transported off-site (e.g., trees, plantings), all material shall be covered, effectively wetted to limit visible dust emissions, or maintained with at least 2 feet of freeboard space from the top of the container.</p> <p>iv. All operations shall limit or expeditiously remove the accumulation of project-generated mud or dirt from adjacent public streets at least once every 24 hours when operations are occurring.</p>	<p><i>b. Implement measures to reduce fugitive dust emissions</i></p>	<p><i>b. Project applicant</i></p>	<p><i>b. During construction</i></p>	<p><i>b. City of Sacramento Development Services Department and Sacramento LAFCo</i></p>

**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>v. After materials are added to or removed from the surfaces of outdoor storage piles, the storage piles shall be effectively stabilized of fugitive dust emissions using sufficient water or a chemical stabilizer or suppressant.</p> <p>vi. Onsite vehicle speeds on unpaved roads shall be limited to 15 mph.</p> <p>vii. Wheel washers shall be installed for all trucks and equipment exiting unpaved areas, or wheels shall be washed to remove accumulated dirt before such vehicles leave the site.</p> <p>viii. Sandbags or straw wattles shall be installed to prevent silt runoff to public roadways from adjacent project areas with a slope greater than 1%.</p> <p>ix. Excavation and grading activities shall be suspended when winds exceed 20 mph.</p>				
<p>x. The extent of areas simultaneously subject to excavation and grading shall be limited, wherever possible, to the minimum area feasible.</p> <p>xi. Emulsified diesel, diesel catalysts, or SMAQMD-approved equal, shall be used on applicable heavy-duty construction equipment that can be operated effectively and safely with the alternative fuel type.</p> <p>c. The applicant shall pay \$2,587,955 into SMAQMD’s off-site construction mitigation fund to further mitigate construction-generated emissions of NO_x that exceed SMAQMD’s daily emission threshold of 85 lb/day. The calculation of the fee listed here based on the current cost of \$14,300 to reduce a ton of NO_x. However, the then current cost of reducing NO_x should be used at the time of the payment of the fee. The fee shall be paid to SMAQMD prior to the issuance of any grading permit for any portion of the project. The fee can be paid on an acre basis (\$4,485.19) as development occurs and grading permits sought. (See Appendix D of the DEIR for calculation worksheet).</p>	<p><i>c. Pay \$2,587,955 into SMAQMD’s off-site construction mitigation fund</i></p>	<p><i>c. Project applicant</i></p>	<p><i>c. Prior to issuance of grading permits</i></p>	<p><i>c. City of Sacramento Development Services Department, Sacramento LAFCo, and SMAQMD</i></p>

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**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>d. In addition to the measures identified above, construction operations are required to comply with all applicable SMAQMD rules and regulations.</p>	<p><i>d. Comply with all applicable SMAQMD rules and regulations</i></p>	<p><i>d. Project applicant</i></p>	<p><i>d. During project construction</i></p>	<p><i>d. City of Sacramento Development Services Department and Sacramento LAFCo</i></p>
<p>6.2-2: (City of Sacramento and LAFCo) When a proposed project's operational emissions are estimated to exceed SMAQMD's threshold of significance of 65 lb/day for ROG or NO_x, an Air Quality Mitigation Plan (AQMP) to reduce operational emissions by a minimum of 15% shall be submitted to SMAQMD for approval. The following mitigation is included in the SMAQMD-approved AQMP for this project (Appendix E) and shall be incorporated to achieve a 15% reduction.</p> <p>a. The entire project shall be located within ½ mile of a Class I or Class II bike lane</p> <p>b. The project shall provide for pedestrian improvements</p> <p>c. Residential use shall be within 1/4 mile of planned transit.</p> <p>d. Neighborhoods shall serve as focal points.</p> <p>e. Separate, safe, and convenient bicycle and pedestrian paths shall connect residential, commercial, and office uses.</p> <p>f. The project shall provide a development pattern that eliminates physical barriers that impede bicycle or pedestrian circulation.</p> <p>g. The lowest emitting commercially available furnaces shall be installed.</p> <p>h. Average residential density shall be seven dwelling units per acre or greater (residential).</p> <p>i. The project shall be mixed-use.</p> <p>j. A display case/kiosk displaying transportation information shall be provided.</p> <p>k. Minimum amount of parking shall be provided.</p> <p>l. Parking lot shade shall be increased by 10%.</p> <p>m. The project shall become a permanent member of a Transportation Management Association (TMA).</p> <p>n. The project shall provide a transportation coordinator.</p> <p>o. The project shall contract with landscapers complying with ARB standards.</p>	<p><i>Submit Air Quality Mitigation Plan to SMAQMD for approval</i></p>	<p><i>Project applicant</i></p>	<p><i>Prior to issuance of any grading permits</i></p>	<p><i>City of Sacramento Development Services Department and Sacramento LAFCo</i></p>

**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
6.2-4: (City of Sacramento and LAFCo)*				
Onsite Mobile Sources. The following mitigation measures shall be implemented:				
a. Proposed facilities that would require the long-term use of diesel equipment and heavy-duty trucks shall develop and implement a plan to reduce emissions, which may include such measures as scheduling such activities when the residential uses are the least occupied, and requiring such equipment to be shut off when not in use and prohibiting heavy-trucks from idling. The plan shall be submitted to and approved by the City before loading dock activities begin. Copies of the plan shall be provided to all residential dwellings located within 1,000 feet of loading dock areas.	<i>a. Develop and implement a plan to reduce diesel emissions at loading dock facilities</i>	<i>a. Project applicant</i>	<i>a. Prior to issuance of occupancy permits for facilities with loading docks</i>	<i>a. City of Sacramento Development Services Department and Sacramento LAFCo</i>
b. Proposed commercial/convenience land uses (e.g., loading docks) that have the potential to emit toxic air emissions shall be located as far away as feasibly possible from existing and proposed sensitive receptors.	<i>b. Locate commercial/convenience land uses as far away as feasibly possible from existing and proposed sensitive receptors</i>	<i>b. Project applicant</i>	<i>b. Prior to recordation of the first map</i>	<i>b. City of Sacramento Development Services Department and Sacramento LAFCo</i>
6.2-5: (City of Sacramento and LAFCo)*				
The following mitigation measures shall be implemented:				
a. To the extent feasible, proposed commercial/convenience land uses that have the potential to emit objectionable odor emissions shall be located as far away as possible from existing and proposed receptors.	<i>a. Locate commercial/convenience land uses with potential to emit objectionable emissions as far away from existing and proposed receptors</i>	<i>a. Project applicant</i>	<i>a. Prior to recordation of the first map</i>	<i>a. City of Sacramento Development Services Department and Sacramento LAFCo</i>
b. When permitting the facility that would occupy the proposed commercial/convenience space, the City shall take into consideration its odor-producing potential.	<i>b. Consider odor-producing potential of commercial/convenience space</i>	<i>b. City of Sacramento</i>	<i>b. Prior to approval of final map</i>	<i>b. City of Sacramento Development Services Department and Sacramento LAFCo</i>

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**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>c. If an odor-emitting facility is to occupy space in the commercial/convenience area, the City shall require odor control devices (e.g., wet chemical scrubbers, activated carbon scrubbers, biologically-active filters, enclosures) to be installed to reduce the exposure of receptors to objectionable odor emissions.</p>	<p><i>c. Install odor control devices at commercial facilities with potential to emit odors</i></p>	<p><i>c. Facility operator</i></p>	<p><i>c. Prior to approval of business license for land uses with odor-emitting facilities</i></p>	<p><i>c. City of Sacramento Development Services Department and Sacramento LAFCo</i></p>
<p>6.3 Noise</p>				
<p>6.3-1: (City of Sacramento and LAFCo)* Construction operations shall be limited to the hours between 7 a.m. to 6 p.m. Monday through Saturday, and 9 a.m. to 6 p.m. on Sunday.</p>	<p><i>Limit construction hours to the hours between 7 a.m. to 6 p.m. Monday through Saturday, and 9 a.m. to 6 p.m. on Sunday</i></p>	<p><i>Construction manager and project applicant</i></p>	<p><i>During project construction activities</i></p>	<p><i>City of Sacramento Development Services Department and Sacramento LAFCo</i></p>
<p>6.3-2: (City of Sacramento and LAFCo)* The project applicant shall implement the following measures to reduce the exposure of existing sensitive receptors to project-generated traffic noise levels.</p> <p>a. As individual facilities and elements of the proposed project are permitted by the City, the City shall evaluate each for compliance with the County’s exterior noise standard and the substantial increase threshold [i.e., relative to existing levels attributed to existing year 2005 traffic volumes (Section 6.1, “Transportation and Circulation”)] for transportation noise sources at the existing residences in unincorporated Sacramento County located along Lone Tree Road south of Elkhorn Boulevard (house is 50 feet west of centerline of Lone Tree Road), Power Line Road between Elkhorn Boulevard and Del Paso Road (house is located 80 feet east of centerline of Power Line Road), and Elkhorn Boulevard between Power Line Road and Lone Tree Road (houses are located 575 feet south of centerline of Elkhorn Boulevard and 175 feet south of centerline of Elkhorn Road). Where traffic noise levels generated by individual projects do not clearly comply with the County’s exterior noise standards or result in a substantial increase in ambient noise levels at these locations, the City shall offer the owners of the affected residences the installation of solid barriers (e.g., berms, wall, and/or fences) along their affected property line. Actual installation of the barriers/fences would either be funded by, or completed by the project applicant. The barriers/fences must be constructed of solid material (e.g., wood, brick, or adobe) and</p>	<p><i>Evaluate each map to determine whether off-site, Sacramento County properties would comply with Sacramento County’s exterior noise standards. If noise levels would exceed County noise thresholds, offer the owners of the affected residences the installation of solid barriers (e.g., berms, wall, and/or fences) along their affected property line. Conduct site-specific noise studies/modeling to determine compliance with County noise thresholds, where necessary.</i></p>	<p><i>Project applicant and City of Sacramento</i></p>	<p><i>Prior to issuance of each building permit</i></p>	<p><i>City of Sacramento Development Services Department and Sacramento LAFCo</i></p>

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**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>be of sufficient density and height to minimize exterior noise levels. The barriers/fences shall blend into the overall landscape and have an aesthetically pleasing appearance that agrees with the color and character of nearby residences, and not become the dominant visual element of the community. Where there is a question regarding premitigation or postmitigation noise levels in a particular area, site-specific noise studies/modeling may be conducted to determine compliance or noncompliance with standards. Funding for the installation of this mitigation measure shall be provided by the project applicant.</p>				
<p>6.3-4: (City of Sacramento and LAFCo)* The project shall implement the following measures before the occupancy of any proposed uses in the related impact areas, to reduce the exposure of sensitive receptors to significant noise associated with surface transportation (Bollard Acoustical Consultants, Inc. 2006):</p> <p>a. For noise impact/mitigation area A (see Exhibit 6.3-6), a solid (e.g., earth, concrete, masonry, wood, and other materials) noise barrier shall be constructed of 10 feet in height relative to backyard elevation at the residences located nearest to the southern boundary, stepping down linearly to 6 feet at its northwestern terminus. The wrapped portion of the barrier along the southeast corner shall also step down to 6 feet in height at its terminus.</p> <p>b. For noise impact/mitigation area B (see Exhibit 6.3-6), the drainage opening shall be shifted to the north by two lots to close the acoustic opening.</p> <p>c. For noise impact/mitigation area C (see Exhibit 6.3-6), the spaces between the residences shall be bridged with solid noise barriers (e.g., earth, concrete, masonry, wood, and other materials) of 6 feet in height, rather than conventional wood privacy fences. Gates constructed for access into the rear yard spaces shall be constructed so as not to create appreciable acoustic leaks (e.g., constructed of solid wood, sealed to prevent sound and be continuous in length and height</p>	<p><i>a. Construct a solid (e.g., earth, concrete, masonry, wood, and other materials) noise barrier in noise impact/mitigation area A</i></p> <p><i>b. Shift the drainage opening to the north by two lots in noise impact/mitigation area B</i></p> <p><i>c. Bridge the spaces between the residences with solid noise barriers (e.g., earth, concrete, masonry, wood, and other materials) in noise impact/mitigation area C</i></p>	<p><i>a. Project applicant</i></p> <p><i>b. Project applicant</i></p> <p><i>c. Project applicant</i></p>	<p><i>a. Prior to issuance of occupancy permits for residences in area A</i></p> <p><i>b. Prior to approval of final map</i></p> <p><i>c. Prior to issuance of occupancy permits for residences in area C</i></p>	<p><i>City of Sacramento Development Services Department and Sacramento LAFCo</i></p> <p><i>b. City of Sacramento Development Services Department and Sacramento LAFCo</i></p> <p><i>c. City of Sacramento Development Services Department and Sacramento LAFCo</i></p>

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**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
with minimal gap at the ground).				
d. For noise impact/mitigation area D (see Exhibit 6.3-6), all identified side-on residences shall be reoriented so that they face the roadways and the backyard spaces would be shielded by the residences. Following the reorienting of the side-on residences, the side space adjacent to the residences shall be bridged in same manner as specified above under c. Furthermore, the side yard privacy fences at end lots shall be replaced with solid noise barriers (e.g., earth, concrete, masonry, wood, and other materials) 7 feet in height to adequately shield backyard spaces.	<i>d. Reorient side-on residences so that they face the roadways and the backyard spaces would be shielded by the residences in noise impact/mitigation area D. Bridge spaces between side spaces at side-on residences. Construct solid noise barriers for side yard privacy fences at end lots.</i>	<i>d. Project applicant</i>	<i>d. Prior to approval of final map (re-orientation of residences) and prior to issuance of occupancy permits (bridging of side yards and solid noise barrier) for residences in area D.</i>	<i>d. City of Sacramento Development Services Department and Sacramento LAFCo</i>
e. For noise impact/mitigation area E (see Exhibit 6.3-6), it would not be feasible to utilize the types of noise mitigation described above (e.g., walls between individual units), to achieve satisfaction with City noise standards due to the orientation and shape of the residences. As a result, a solid barrier (e.g., earth, concrete, masonry, wood, and other materials) consisting of a berm, a wall, or combination thereof, shall be constructed at the approximate location shown in Exhibit 6.3-6. The barrier shall be 10 feet in height relative to pad elevations of the residences behind the barrier.	<i>e. Construct a solid barrier (e.g., earth, concrete, masonry, wood, and other materials) consisting of a berm, a wall, or combination thereof in noise impact/mitigation area E</i>	<i>e. Project applicant</i>	<i>e. Prior to issuance of occupancy permits for residences in area E</i>	<i>e. City of Sacramento Development Services Department and Sacramento LAFCo</i>
f. For noise impact/mitigation area F (see Exhibit 6.3-6), a solid noise barrier of 8 feet in height shall be constructed to adequately shield Meister Way traffic noise. In addition, because no discrete outdoor activity areas are identified with the higher density residential developments on the north and south sides of Meister Way near the eastern portion of the site, a solid barrier shall be constructed along both sides of Meister Way at these locations (see exhibit 6.3-6). Where Meister Way becomes elevated at the portion heading east over Highway 99, the barrier shall extend along the top of the cut (at the roadway elevation), to provide efficient shielding to the residences below.	<i>f. Construct a solid noise barrier in noise impact/mitigation area F along Meister Way in noise impact/mitigation area F</i>	<i>f. Project applicant</i>	<i>f. Prior to issuance of occupancy permits for residences in area F</i>	<i>f. City of Sacramento Development Services Department and Sacramento LAFCo</i>
g. For noise impact/mitigation area H (see Exhibit 6.3-6), a solid noise barrier or berm/wall combination of 12 feet in height shall be constructed along Elkhorn Boulevard to adequately shield residences	<i>g. Construct a solid noise barrier or berm/wall combination along Elkhorn</i>	<i>g. Project applicant</i>	<i>g. Prior to issuance of occupancy</i>	<i>g. City of Sacramento Development</i>

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**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>which back up to this roadway. In addition, because no discrete outdoor activity areas are identified with the higher density residential developments on the south side of Elkhorn at the northeast corner of the project site, a solid noise barrier or berm/wall combination of 12 feet in height shall be constructed along Elkhorn boulevard at these locations (see Exhibit 6.3-6). The barriers shall be extended inward along the project site access roads.</p>	<p><i>Boulevard in noise impact/mitigation area H</i></p>		<p><i>permits for residences in area H</i></p>	<p><i>Services Department and Sacramento LAFCo</i></p>
<p>h. For noise impact/mitigation area I (see Exhibit 6.3-6), a solid noise barrier of 6 feet in height shall be constructed along Lone Tree Road to adequately shield residences which back up to the canal east of and adjacent to this roadway.</p>	<p><i>h. Construct a solid noise barrier along Lone Tree Road in noise impact/mitigation area I</i></p>	<p><i>h. Project applicant</i></p>	<p><i>h. Prior to issuance of occupancy permits for residences in area H</i></p>	<p><i>h. City of Sacramento Development Services Department and Sacramento LAFCo</i></p>
<p>i. Prior to issuance of any building permits, site-specific acoustical analyses shall be conducted once construction plans are available for residential developments located within the 60 dBA Ldn contours (see Exhibit 6.3-5) to ensure satisfaction with the City of Sacramento interior noise level standards. The acoustical analyses shall evaluate exposure of proposed noise-sensitive receptors to noise generated by surface transportation sources, in accordance with adopted City of Sacramento interior noise standards (Table 6.3-8). These site-specific acoustical analyses shall also include site-specific design requirements to reduce noise exposure of proposed on-site receptors and all feasible design requirements shall be implemented into the final site design. Noise reduction measures and design features may include, but are not limited to the use of increased noise-attenuation measures in building construction (e.g., dual-pane, sound-rated windows; mechanical air systems; and exterior wall insulation). Given the predicted future traffic noise environment at the exterior facades of the residences nearest to Highway 99 and Interstate 5, upgrades to windows will likely be required at many residences, as well as the use of stucco siding or the acoustic equivalent. Implementation of these design measures would ensure interior noise levels meet the City's noise standards.</p>	<p><i>i. Conduct site-specific acoustical analyses for residences located within the 60 dBA Ldn contours (Exhibit 6.3-5 of EIR)</i></p>	<p><i>i. Project applicant</i></p>	<p><i>i. Prior to issuance of building permits for residences in the 60 dBA Ldn contours (Exhibit 6.3-5 of EIR)</i></p>	<p><i>i. City of Sacramento Development Services Department and Sacramento LAFCo</i></p>

**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>6.3-5. (City of Sacramento and LAFCo)* a. Prior to issuance of any building permits, site-specific acoustical analyses shall be conducted once construction plans are available for the proposed school to ensure satisfaction with the City of Sacramento interior noise level standards. This site-specific acoustical analyses shall include site-specific design requirements to reduce noise exposure of proposed on-site receptors and all feasible design requirements shall be implemented into the final site design. Noise reduction measures and design features may include, but are not limited to the use of increased noise-attenuation measures in building construction (e.g., dual-pane, sound-rated windows; mechanical air systems; and exterior wall insulation). Implementation of these design measures would ensure interior noise levels meet the City’s noise standards and ANSI standard, including the ANSI standard that the interior of schools shall not exceed 40 dBA Leq and measured during the peak hour of noise during school operations.</p>	<p><i>Conduct site-specific acoustical analyses for the proposed school</i></p>	<p><i>Project applicant</i></p>	<p><i>Prior to issuance of building permits</i></p>	<p><i>City of Sacramento Development Services Department and Sacramento LAFCo</i></p>
<p>6.3.6: (City of Sacramento and LAFCo)* Operation of heavy construction equipment (i.e., with engines greater than 50 horsepower) shall not be operated within 60 feet of inhabited residences or within 15 feet of uninhabited structures.</p>	<p><i>Ensure operation of heavy construction equipment is not operated within 60 feet of inhabited residences or within 15 feet of uninhabited structures</i></p>	<p><i>Construction manager and project applicant</i></p>	<p><i>During project construction activities</i></p>	<p><i>City of Sacramento Development Services Department and Sacramento LAFCo</i></p>
<p>6.4 Utilities</p>				
<p>6.4-5: (City of Sacramento and LAFCo) The project applicant shall fully fund the installation of a new pump that would increase pumping capacity at the RD 1000’s plant #3 by 75 cubic feet per second.</p>	<p><i>Fund the installation of a new pump</i></p>	<p><i>Project applicant</i></p>	<p><i>Prior to issuance of the first building permit</i></p>	<p><i>City of Sacramento Development Services Department and Reclamation District 1000</i></p>
<p>6.5 Public Services</p>				
<p>6.5-1: (City of Sacramento and LAFCo) a. The project applicant shall coordinate with the City of Sacramento and SFD to determine the timing of construction of a new fire station that would serve the proposed project. The project applicant shall enter into an agreement with SFD to ensure that adequate fire protection</p>	<p><i>a. Coordinate with the City of Sacramento and SFD to determine the timing of construction of a new fire</i></p>	<p><i>a. Project applicant</i></p>	<p><i>a. Prior to issuance of first occupancy permit</i></p>	<p><i>a. City of Sacramento Development Services</i></p>

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**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>services would be in place before the issuance of the project’s first occupancy permit. Potential options for adequate services could include construction of a new fire station or an agreement for temporary dedicated services to serve the project site.</p>	<p><i>station that would serve the proposed project and enter into an agreement with SFD to ensure adequate services are in place</i></p>			<p><i>Department and Sacramento LAFCo</i></p>
<p>b. The project’s Finance Plan shall identify necessary public facility improvements needed to serve the project, 100% of the costs required, and all the project’s fair-share costs associated with provision of these facilities and services. The project applicant shall pay into a fee program, as established by the Greenbriar Finance Plan that identifies the funding necessary to construct needed public facilities (e.g., police, fire, water, wastewater, library, and schools). The Draft Greenbriar Finance Plan is provided in Appendix C. The Finance Plan would be structured to ensure that adequate public facilities are in place as development occurs.</p>	<p><i>b. Pay into a fee program, as established by the Greenbriar Finance Plan that identifies the funding necessary to construct needed public facilities (e.g., police, fire, water, wastewater, library, and schools)</i></p>	<p><i>b. Project applicant</i></p>	<p><i>b. Prior to issuance of first occupancy permit</i></p>	<p><i>b. City of Sacramento Development Services Department and Sacramento LAFCo</i></p>
<p>6.6 Parks and Open Space</p>				
<p>6.6-2: (City of Sacramento and LAFCo)</p>				
<p>a. Consistent with the principles of the City/County Natomas Joint Vision Memorandum of Understanding, the project applicant shall coordinate with the City to identify appropriate lands to be set aside in permanent conservation easements at a ratio of one open space acre converted to urban land uses to one-half open space acre preserved and at a ratio of one habitat acre converted to urban land uses to one-half habitat acre preserved. The total acres of land conserved shall be based on final site maps indicating the total on-site open space and habitat converted. Conserved open space and habitat areas could include areas on the project site, lands secured for permanent habitat enhancement (e.g., giant garter snake, Swainson’s hawk habitat), or additional land identified by applicant in consultation with the City. All conserved open space and habitat land shall be located in the NNJV area. Should the City and County change adopted mitigation ratios before issuance of any grading permits, the project applicant shall comply with the revised policy.</p>	<p><i>Coordinate with the City to identify appropriate lands to be set aside in a permanent conservation easements and dedicate lands to the City, County, TNBC, or other appropriate open space agent for conservation</i></p>	<p><i>Project applicant and City of Sacramento</i></p>	<p><i>Prior to approval of final maps</i></p>	<p><i>City of Sacramento Development Services Department and Sacramento LAFCo</i></p>
<p>LAFCo Prior to annexation, the city shall implement mitigation measure 6.6-2.</p>				

**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
6.7 Aesthetics				
6.7-4: (City of Sacramento and LAFCo)*				
a. The project applicant shall install light fixtures that have light sources aimed downwards and install shielded lighting outside to prevent glare or reflection or any nuisance, inconvenience, and hazardous interference of any kind on adjoining streets or property.	<i>a. Install light fixtures that have light sources aimed downwards and install shielded lighting outside</i>	<i>a. Project applicant</i>	<i>a. Prior to issuance of occupancy permits</i>	<i>a. City of Sacramento Development Services Department and Sacramento LAFCo</i>
b. The project applicant shall adhere to all requirements of the City of Sacramento design guidelines regarding appropriate building materials, lighting, and signage in the office/commercial areas to prevent light and glare from adversely affecting motorists and adjacent land uses. All proposed development plans shall be approved by the City.	<i>b. Adhere to all requirements of the City of Sacramento design guidelines regarding appropriate building materials, lighting, and signage in the office/commercial areas</i>	<i>b. Project applicant</i>	<i>b. Prior to issuance of building permits</i>	<i>b. City of Sacramento Development Services Department and Sacramento LAFCo</i>
6.8 Public Health and Hazards				
6.8-2: (City of Sacramento)*				
In the event of discovery of an undocumented or unknown UST or residual soil contamination (e.g., stained or odiferous soil) on the project site, construction activities adjacent to the UST or in the area of the soil contamination shall cease and the County EMD shall be contacted immediately. Any USTs discovered during construction shall be removed and any contaminated soils shall be excavated and treated according to County EMD procedures before the resumption of construction.	<i>Cease construction activities adjacent to an UST or in the area of soil contamination and contact the County EMD immediately</i>	<i>Construction contractor</i>	<i>During construction activities</i>	<i>City of Sacramento Development Services Department</i>
6.8-3: (City of Sacramento and LAFCo)*				
a. Prior to City pre-zoning and prior to annexation, the City shall request a consistency determination of proposed land use with the CLUP from Sacramento County ALUC. The consistency determination shall describe the specific land uses that would be allowable and consistent with the CLUP in accordance with ALUC standards.	<i>Request a consistency determination of proposed land use with the CLUP from Sacramento County ALUC</i>	<i>City of Sacramento</i>	<i>Prior to City pre-zoning and prior to annexation</i>	<i>City of Sacramento Development Services Department and Sacramento LAFCo</i>
b. Prior to City pre-zoning and prior to annexation, if the consistency determination by ALUC comes to the conclusion that certain proposed land uses would be inconsistent with the CLUP the City shall review the decision of the ALUC and determine whether to override the ALUC's decision. The City shall submit its notice to override the consistency to the ALUC for review before approving the override.				

* Prior to Annexation, these mitigation measures, or other feasible alternatives, shall be adopted by the City and this MMRP shall be revised accordingly.

**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>6.8-4: (City of Sacramento and LAFCo)*</p> <p>a. To ensure that the final location and design of the lake/detention basin is consistent with the recommendations of the ALUC regarding wildlife hazards to aviation, the project applicant shall prepare a design and management plan for this proposed water feature. This plan shall be prepared in coordination with the Sacramento International Airport Operations Manager before commencement of construction. The plan shall determine an appropriate size for the lake/detention basin and incorporate specific design measures deemed sufficient by SCAS and the ALUC to minimize bird strikes and other wildlife-related airspace safety hazards in the vicinity of the project area. The plan shall include information sufficient to satisfy requirements for preparation of a Wildlife Hazard Management Plan and shall be prepared by a qualified wildlife hazard damage biologist. The project applicant shall submit a detailed design drawing of the proposed lake/detention basin to SCAS for review.</p> <p>b. To reduce bird attractants associated with the lake/detention basin, the Wildlife Hazards Management Plan for the lake/detention basin and surrounding landscape shall include the following:</p> <ol style="list-style-type: none"> i. To minimize growth of aquatic vegetation that attracts waterfowl, the lake shall be sufficiently deep to prevent growth of cattails and other aquatic plants. Lake edges shall be lined and maintained to prevent vegetation growth; ii. Concrete bulkheads approximately 1 to 2 feet high shall be constructed along the lake's perimeter. A detailed description of the design of the bank edge shall be submitted to SCAS for review; iii. Any vegetation planted in the vicinity of the lake shall consist of plant species that do not provide birds with opportunities for cover, nesting, perching, or feeding. A detailed design plan for landscaping surrounding the lake/detention basin shall be submitted to SCAS for review; iv. Barriers (e.g., walls, fences) shall be constructed a minimum of 48 inches high and be located between the lake and nearby grassy areas to dissuade geese or other waterfowl from walking to the lake. 	<p><i>a,b. Prepare a design and management plan for the lake/detention basin in coordination with the Sacramento International Airport Operations Manager</i></p>	<p><i>a,b. Project applicant</i></p>	<p><i>a,b. Prior to issuance of any grading permits</i></p>	<p><i>a,b. City of Sacramento Development Services Department and Sacramento LAFCo</i></p>

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**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>v. Signs shall be placed at regular intervals around the perimeter of the lake prohibiting the public from feeding birds. The project proponent shall maintain such signs in good order and replace such signs as necessary. This responsibility shall transfer to the Homeowner’s Association (HOA) and shall be articulated in the covenants, conditions, and restrictions (CC&Rs).</p>				
<p>vi. Trash receptacles with covers shall be placed at regular intervals around the lake and be designed to prevent access to refuse by birds. The CC&Rs shall specify that the project proponent and HOA shall be responsible for ensuring trash receptacles with covers are provided and properly emptied on a regular basis and replaced as necessary.</p> <p>vii. Installation of structures near the lake that could serve as perches for gulls and other birds shall be minimized. The CC&Rs shall prohibit the future installation of such structures.</p> <p>viii. The project applicant shall prohibit all activities and uses that could conflict with implementation of the wildlife hazard management program.</p>				
<p>c. An Adaptive Management Plan shall be prepared and incorporated into the Wildlife Hazard Management Plan. The Adaptive Management Plan shall provide for the long-term management of nuisance birds around the lake. The management plan shall involve perpetual monitoring and employment of various techniques for controlling birds using adaptive information and bird control products. The Homeowner’s Association shall be responsible for ensuring the implementation and continued enforcement of the Adaptive Management Plan and provision of adequate funding. This requirement shall be specified in the CC&Rs. The Adaptive Management Plan shall include the following components:</p> <p>i. Bird control program that involves use of the most efficient and effective bird control techniques available that are practicable and compatible with surrounding land uses and recreational uses of the lake,</p> <p>ii. Monitoring program that involves patrolling of the lake and assessment of the effectiveness of bird control measures, the presence of potential bird attractants, and the need for modifying or increasing bird control measures,</p>	<p><i>c-l. Prepare and incorporate an Adaptive Management Plan into the Wildlife Hazard Management Plan</i></p>	<p><i>c-l. Project applicant</i></p>	<p><i>c-l. Prior to issuance of any grading permits</i></p>	<p><i>c-l. City of Sacramento Development Services Department and Sacramento LAFCo</i></p>

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**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>iii. Funding mechanism such as use of an endowment fund or assessment district to fund the long-term monitoring and adaptive management program.</p> <p>iv. Any use of the lake that conflicts with the wildlife control program shall be prohibited.</p> <p>d. The Adaptive Management Plan shall include the best available information on various bird control techniques, an explanation of the situations in which various techniques are best employed, and instructions for implementing such techniques. The entity responsible for implementing the management plan shall employ a qualified and experienced Wildlife Damage Biologist/Manager (Manager) who shall be responsible for determining which bird control techniques to implement based on information provided in the management plan and the best scientific and commercial information available. The Manager shall be trained in bird control techniques by the U.S. Department of Agriculture-Wildlife Services (USDA). The initial cost of such training shall be borne by the project proponent. The cost of subsequent training shall be borne by the HOA. The Manager shall have the discretion to use new technologies or information regarding bird control provided they are practicable and within the management budget, and do not conflict with surrounding land uses or the recreational and flood control functions of the lake.</p> <p>e. The monitoring and maintenance portion of the Adaptive Management Plan shall include the following:</p> <ul style="list-style-type: none"> i. patrol to ensure the lake area is kept clean and free of refuse and other such material that may attract birds; ii. patrol to ensure the public is abiding by rules prohibiting feeding of birds; iii. control of vegetative growth around the lake to minimize any vegetation that would attract birds for purpose of cover, nesting, perching, or food; iv. remove all nesting material prior to completion of nest if any birds attempt to nest in areas surrounding the lake. All nest removal activities must comply with provisions of the Migratory Bird Treaty Act, the California Endangered Species Act, and the federal Endangered Species Act; 				

**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<ul style="list-style-type: none"> v. inspect the lake area to determine whether additional measures are needed to reduce bird use of the lake; and vi. aggressively haze wildlife to discourage use of the lake. <p>f. If monitoring efforts reveal that additional control efforts are necessary, the Bird Control Program Manager may implement one or more control techniques outlined in the Adaptive Management Plan, or other techniques based on best available scientific and commercial information. Bird control techniques currently being used at airports, on agricultural lands, and in other areas where birds pose a hazard or nuisance shall be described in the Adaptive Management Plan. The Bird Control Program Manager shall have discretion of using any one or more of the techniques based on the need, practicability, and land use compatibility. These techniques may include, but are not limited to:</p> <ul style="list-style-type: none"> i. Allowing grass to grow over 8 inches in height (currently being employed at some airports). <p>g. In addition to these control techniques, the Adaptive Management Plan shall outline an education program for the Homeowner's Association to implement ensuring that the public is aware of the importance of eliminating bird attractants from the area around the lake. The public shall be prohibitive from feeding birds around the lake and engaging in any other activities within the boundaries of the development project which may attract wildlife hazards to aircraft operations. The public shall be made aware of the purpose and importance of various bird control measures being implemented by the Bird Control Program Manager.</p> <p>h. Prohibited Uses of Lake: all activities and uses of the lake/detention basin that may conflict with the wildlife control program shall be expressly prohibited.</p> <p>i. Post signs prohibiting swimming in the lake/detention basin.</p> <p>j. Review by Sacramento County Airport System: If the SCAS determines that conditions in the Greenbriar/ Arbor Landing Development are not consistent with the above listed Management Program, SCAS may take the following actions:</p>				

**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<ul style="list-style-type: none"> i. notify the property owner that the wildlife control measures are out of compliance; ii. that the County Airport System may, at its option, initiate control measures at the site, with the costs of such measures billed to the owner; and iii. in the event of an immediate threat to aircraft safety, County Airport System personnel can take immediate action to remedy the air hazard emergency. <p>k. To reduce attractants for Canada geese, American coots, or gulls associated with the lake/detention basin and surrounding landscape the Management Plan shall include the following:</p> <ul style="list-style-type: none"> i. Signs shall be posted and identify that feeding birds is prohibited. ii. A 30-foot barrier strip of tall grass (6 inches or more) adjacent to the lakeshore; or a fence or other barrier (e.g., dense hedges) shall be constructed between the lakeshore and surrounding grasslands. iii. Any nest building activity associated with birds shall be removed including all nesting materials. <p>l. To prevent the establishment of resident populations of Canada geese on the project site, the Bird Control Program Manager shall take the following, but not limited to, actions:</p> <ul style="list-style-type: none"> i. Chase birds from site, ii. Use of noise generators (e.g., pyrotechnic devices, blank cartridges), iii. Use of visual devices (e.g., flags, scarecrows, water sprays) iv. Use of chase dogs, v. Live trapping or netting, and/or vi. Use of chemical repellants. 				
<p>6.8-6 (City of Sacramento)*</p> <p>a. To ensure that operation and design of the lake/detention basin is consistent with the recommendations of the MVCD regarding mosquito control, the project applicant shall prepare a Vector Control Plan. This plan shall be prepared in coordination with the MVCD and shall be submitted to the MVCD for approval before issuance of the grading permit for the lake/detention basin. The plan shall incorporate</p>	<p><i>a. Prepare a Vector Control Plan in coordination with the Mosquito Vector Control District</i></p>	<p><i>a. Project applicant</i></p>	<p><i>a. Prior to issuance of grading permit for the lake/detention basin</i></p>	<p><i>a. City of Sacramento Development Services Department and the Mosquito</i></p>

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**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>specific measures deemed sufficient by MVCD to minimize public health risks from mosquitoes. The plan shall include the following:</p> <ol style="list-style-type: none"> 1. Description of the project 2. Description of lake/detention basin and all facilities that would control on-site water levels 3. Goals of the plan 4. Description of the water management elements and features that would be implemented: <ol style="list-style-type: none"> a. Best management practices that would implemented on-site b. Public education and awareness c. Sanitary methods used (e.g., disposal of garbage) 				<p align="center"><i>Vector Control District</i></p>
<ol style="list-style-type: none"> d. Mosquito control methods used (e.g., fluctuating water levels, biological agents, pesticides, larvacides, circulating water) e. Stormwater management (consistent with Stormwater Management Plan) 5. Long-term maintenance of the lake/detention basin and all related facilities (e.g., specific ongoing enforceable conditions or maintenance by a homeowner’s association) <p>b. To reduce the potential for mosquitoes to reproduce in the lake/detention basin, the project applicant shall coordinate with the MVCD to identify and implement BMPs based on their potential effectiveness for project site conditions. Potential BMPs that the applicant could implement include, but not limited to, the following:</p> <ul style="list-style-type: none"> ▶ Stock the lake/detention basin with mosquito fish, guppies, backswimmers, flatworms, and/or other invertebrate predators. ▶ Maintain a stable water level the lake/detention basin to reduce water level fluctuation resulting from evaporation, transpiration, outflow, and seepage. 	<p align="center"><i>b. Identify and implement BMPs in coordination with the Mosquito Vector Control District</i></p>	<p align="center"><i>b. Project applicant</i></p>	<p align="center"><i>b. During project operation</i></p>	<p align="center"><i>b. City of Sacramento Development Services Department and the Mosquito Vector Control District</i></p>
<p>6.9 Geology and Soils</p>				
<p>6.9-1: (City of Sacramento)*</p>				
<p>a. Before issuance of a grading permit, a geotechnical report shall be prepared by a qualified geotechnical engineer. This report shall be completed to assess the extent to which the recommendations are appropriate and sufficient for construction of the buildings described in the final project design plans. The geotechnical engineer shall</p>	<p align="center"><i>a. Prepare a site-specific geotechnical report by a qualified geotechnical engineer</i></p>	<p align="center"><i>a. Project applicant</i></p>	<p align="center"><i>a. Prior to issuance of any grading permits</i></p>	<p align="center"><i>a. City of Sacramento Development Services Department</i></p>

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**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
prepare a comprehensive site-specific geotechnical report with specific design recommendations sufficient to ensure the safety of soil conditions (e.g., percent subsidence/expansive soils impacts), project structures, and site occupants.				
b. All water supply and wastewater pipelines shall be designed per City standards to minimize the potential for damage in the event of strong ground shaking and potential liquefaction.	<i>b. Design water supply and wastewater pipelines per City standards</i>	<i>b. Project applicant</i>	<i>b. Prior to approval of final map</i>	<i>b. City of Sacramento Development Services Department</i>
c. During project design and construction, all measures outlined in the preliminary geotechnical report for the project (Wallace Kuhl & Associates 2002) as well as specific design measures included in the geotechnical report shall be implemented, at the direction of the City engineer, to prevent significant impacts associated with seismic activity. A geotechnical engineer shall be present on-site during earthmoving activities to ensure that requirements outlined in the geotechnical reports are adhered to for proper fill and compaction of soils.	<i>c. Implement all measures outlined in the preliminary geotechnical report for the project and specific design measures included in the geotechnical report</i>	<i>c. Project applicant</i>	<i>c. Prior to approval of final map and during construction activities</i>	<i>c. City of Sacramento Development Services Department</i>
d. Should the construction schedule require continued work during the wet weather months (e.g., October through April), the project applicant shall consult with a qualified civil engineer and implement any additional recommendations provided, as conditions warrant. These recommendations would include but not be limited to (1) allowing a prolonged drying period before attempting grading operations at any time after the onset of winter rains; and (2) implementing aeration or lime treatment, to allow any low-permeability surface clay soils intended for use as engineered fill to reach a moisture content that would permit the specified degree of compaction to be achieved (Wallace Kuhl & Associates 2002; Perry, pers. comm., 2005).	<i>d. Consult with a qualified civil engineer and implement any additional recommendations provided, as conditions warrant</i>	<i>d. Project applicant</i>	<i>d. During construction activities</i>	<i>d. City of Sacramento Development Services Department</i>
6.9-2: (City of Sacramento)*				
a. A grading and erosion control plan shall be prepared by a California Registered Civil Engineer and submitted to the City of Sacramento Development Services Department for approval prior to issuance of the first building permits. The plan shall be consistent with the	<i>a. Prepare and submit to the City of Sacramento Department of Public Works a grading and erosion</i>	<i>a. Project applicant</i>	<i>a. Prior to issuance of an grading permits</i>	<i>a. City of Sacramento Development Services</i>

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Table 1 Mitigation Monitoring and Reporting Table				
Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
California Building Standards Code grading requirements and shall identify the site-specific grading to be used for new development. All grading shall be balanced on-site, where feasible.	<i>control prepared by a California Registered Civil Engineer</i>			<i>Department</i>
b. To ensure soils do not directly or indirectly discharge sediments into surface waters as a result of construction activities, the project applicant shall develop a Stormwater Pollution Prevention Plan (SWPPP) as discussed in Section 6.10, "Hydrology, Drainage, and Water Quality." The SWPPP shall identify Best Management Practices that would be used to protect stormwater runoff and minimize erosion during construction. The project applicant shall prepare plans to control erosion and sediment, shall prepare preliminary and final grading plans, and shall prepare plans to control urban runoff from the project site during construction, in compliance with the City of Sacramento Grading, Erosion, and Sediment Control Ordinance.	<i>b. Prepare a Stormwater Pollution Prevention Plan</i>	<i>b. Project applicant</i>	<i>b. Prior to issuance of any grading permits</i>	<i>b. City of Sacramento Development Services Department</i>
6.9-3: (City of Sacramento)* The project applicant shall implement Mitigation Measure 6.9-1, described above, to reduce the risks to people and structures from subsidence or compression of unstable soils at the project site.	<i>See 6.9-1 above</i>	<i>See 6.9.1 above</i>	<i>See 6.9-1 above</i>	<i>See 6.9-1 above</i>
6.9-4: (City of Sacramento)* The project applicant shall implement Mitigation Measure 6.9-1, described above, to reduce the potential for damage associated with expansive soils.	<i>See 6.9-1 above</i>	<i>See 6.9-1 above</i>	<i>See 6.9-1 above</i>	<i>See 6.9-1 above</i>
6.10 Hydrology and Water Quality				
6.10-1: (City of Sacramento)* a. The project applicant shall demonstrate compliance through its grading plans with all requirements of the City's Grading, Erosion, and Sediment Control Ordinance (Title 15, Chapter 15.88 of the City Code) including preparing erosion, sediment, and pollution control plans for each construction phase and postconstruction, if necessary. The project's grading plans shall be submitted to the City of Sacramento Development Services Department and approved by the City of Sacramento, Department of Utilities.	<i>a. Demonstrate compliance with the City's Grading, Erosion, and Sediment Control Ordinance in grading plans</i>	<i>a. Project applicant</i>	<i>a. Prior to issuance of any grading permits</i>	<i>a. City of Sacramento Development Services Department</i>

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**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>b. The project applicant shall demonstrate compliance through its grading plans with all requirements of the City’s Stormwater Management and Control Code (Chapter 13.16 of the City Code), which regulates stormwater and prohibits nonstormwater discharges except where regulated by an NPDES permit. The project applicant shall implement measures including the use of soil stabilizers, fiber rolls, inlet filters, and gravel bags to prevent pollutants from being carried off-site in stormwater generated on the project site. These measures shall be designed to accommodate stormwater discharges associated with proposed measures that would be implemented to control on-site dust generation (e.g., wheel washing, active watering).</p>	<p><i>b. Demonstrate compliance with the City’s Stormwater Management and Control Code in grading plans</i></p>	<p><i>b. Project applicant</i></p>	<p><i>b. Prior to issuance of any grading permits</i></p>	<p><i>b. City of Sacramento Development Services Department</i></p>
<p>c. The project applicant shall consult with the Central Valley RWQCB to acquire the appropriate regulatory approvals that may be necessary to obtain Section 401 water quality certification, SWRCB statewide NPDES stormwater permit for general construction activity, Central Valley RWQCB NPDES permit for construction dewatering activity, and any other necessary site-specific waste discharge requirements.</p>	<p><i>c. Obtain Section 401 water quality certification, SWRCB statewide NPDES stormwater permit for general construction activity, Central Valley RWQCB NPDES permit for construction dewatering activity, and any other necessary site-specific waste discharge requirements</i></p>	<p><i>c. Project applicant</i></p>	<p><i>c. Prior to issuance of any grading permits</i></p>	<p><i>c. City of Sacramento Development Services Department</i></p>
<p>d. As required under the NPDES stormwater permit for general construction activity, the project applicant shall prepare and submit the appropriate Notice of Intent and prepare the SWPPP and other necessary engineering plans and specifications for pollution prevention and control. The SWPPP and other appropriate plans shall identify and specify the use of erosion sediment control BMPs, means of waste disposal, implementation of approved local plans, nonstormwater management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities. The SWPPP would also specify the pollutants that are likely to be used during construction and that could be present in stormwater drainage and nonstormwater discharges. A sampling and monitoring program shall be included in the SWPPP that meets the requirements of SWRCB Order 99-08-DWQ to ensure the BMPs are effective.</p>	<p><i>d-f. Prepare and submit Notice of Intent and prepare the SWPPP</i></p>	<p><i>d-f. Project applicant</i></p>	<p><i>d-f. Prior to issuance of any grading permits</i></p>	<p><i>d-f. City of Sacramento Development Services Department</i></p>

**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>e. Construction techniques shall be identified that would reduce the potential runoff, and the plan shall identify the erosion and sedimentation control measures to be implemented. The SWPPP shall also specify spill prevention and contingency measures, identify the types of materials used for equipment operation, and identify measures to prevent or clean up spills of hazardous materials used for equipment operation and hazardous waste. Emergency procedures for responding to spills shall also be identified. BMPs identified in the SWPPP shall be used in subsequent site development activities. The SWPPP shall identify personnel training requirements and procedures that would be used to ensure that workers are aware of permit requirements and proper installation and performance inspection methods for BMPs specified in SWPPP. The SWPPP shall also identify the appropriate personnel responsible for supervisory duties related to implementation of the SWPPP. All construction contractors shall retain a copy of the approved SWPPP on the construction site.</p> <p>f. The project applicant shall prepare and submit a Notice of Intent and acquire authorization for a Central Valley RWQCB NPDES permit for construction dewatering activities that may be necessary for foundation and utility installations within the project site.</p>				
<p>6.10-3: (City of Sacramento and LAFCo) The following mitigation shall apply in the event that FEMA revises the FIRM and issues a new SFHA designation that indicates the Natomas levees can no longer provide 100-year flood protection (decertification). The City anticipates that after decertification, but before recertification, FEMA will likely remap the Natomas area (including the Greenbriar project site) as one of three potential SFHA designations: AE, AR, or A99 zone. Each designation prescribes specific building and design requirements for new, above-ground development. If the Greenbriar project site is remapped by FEMA into an AE, AR, or A99 zone, then:</p> <ol style="list-style-type: none"> (1) the City will require development within the project site to comply with all applicable building and design regulations identified by FEMA and by the City of Sacramento’s Floodplain Management Ordinance in existence at the date of issuance of building permits pertaining to the applicable remapped zone; (2) the project applicant shall participate in a funding mechanism 		<p><i>Participate in a funding mechanism established by SAFCA for the purpose of implementing levee improvements that would provide no less than 100-year flood protection for the project site</i></p>	<p><i>Project applicant</i></p>	<p><i>If levees currently providing adequate flood protection to the project site are decertified and can no longer provide 100-year flood protection as determined by FEMA, prior to issuance of any grading permits</i></p>

**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>such as an assessment district established by SAFCA and/or the City for the purpose of implementing measures that would provide no less than 100-year flood protection for the Greenbriar project site, or for that portion of the Natomas Basin requiring recertification for 100-year flood protection including the Greenbriar project site provided that such funding mechanism is</p> <ul style="list-style-type: none"> i. based on a nexus study; ii. is regional in nature; iii. is proportionate, fair, and equitable; and iv. complies with all applicable laws and ordinances. <p>(3) the requirements of the applicable FEMA zone and corresponding requirements under the City of Sacramento’s Floodplain Management Ordinance shall be satisfied prior to the issuance of building permits for the project. Homeowners within the floodzone shall maintain federal flood insurance, as required under the applicable FEMA and City of Sacramento Floodplain Management Ordinance regulations. Mitigation measures (1) and (3) above shall terminate upon the first recertification of the levees by the U.S. Army Corp of Engineers. Under any of the three SFHA designations (AE, AR, or A99), homebuilders within the floodzone area shall disclose to all prospective buyers, lenders, bondholders and insurers of property through written disclosure, prior to the sale of units, that the U.S. Army Corps of Engineers has determined that the levees protecting the Natomas Basin may not provide flood protection from a 100-year or greater storm even until the levees are recertified as providing 100-year flood protection.</p>				

**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
6.10-4: (City of Sacramento and LAFCo)*				
<p>a. The project applicant shall submit grading plans to the City Department of Utilities that demonstrate that Elkhorn Boulevard has been sufficiently raised to provide 1 foot of freeboard above Lone Tree Canal during a 100-year storm event. Approximately 1,800 linear feet of Elkhorn Boulevard would need to be raised to provide sufficient localized flood protection.</p>	<p><i>a. Submit grading plans to the City Department of Utilities that demonstrate that Elkhorn Boulevard has been sufficiently raised to provide 1 foot of freeboard above Lone Tree Canal during a 100-year storm event</i></p>	<p><i>a. Project applicant</i></p>	<p><i>a. Prior to issuance of any grading permits</i></p>	<p><i>a. City of Sacramento Development Services Department</i></p>
<p>b. The project applicant shall submit drainage and infrastructure plans to the City Department of Utilities that provide for the installation of a 48-inch culvert in Lone Tree Canal at Elkhorn Boulevard. Construction of this improvement could result in impacts to riparian and other native habitat; impacts to biological resources including giant garter snake habitat, and construction-related air quality (NO_x, PM₁₀), noise, transportation, and stormwater quality impacts. These impacts would be mitigated to less-than-significant levels with implementation of mitigation recommended for the project and presented in this Draft EIR. As a result, no new significant environmental impacts would occur with implementation of this improvement.</p>	<p><i>b. Submit drainage and infrastructure plans to the City Department of Utilities that provide for the installation of a 48-inch culvert in Lone Tree Canal at Elkhorn Boulevard</i></p>	<p><i>b. Project applicant</i></p>	<p><i>b. Prior to issuance of any grading permits</i></p>	<p><i>b. City of Sacramento Development Services Department</i></p>
6.11 Agriculture				
6.11-1: (City of Sacramento and LAFCo)				
<p>a. The project applicant shall implement Mitigation Measure 6.6-2.</p>	<p><i>See 6.6-2 above</i></p>	<p><i>See 6.6-2 above</i></p>	<p><i>See 6.6-2 above</i></p>	<p><i>See 6.6-2 above</i></p>
LAFCo				
<p>b. Prior to annexation the applicant shall implement Mitigation Measure 6.6-2.</p>				

* Prior to Annexation, these mitigation measures, or other feasible alternatives, shall be adopted by the City and this MMRP shall be revised accordingly.

**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>6.11-3: (City of Sacramento)* The project applicant shall notify all prospective residents and tenants located within 500 feet of existing agricultural uses north of Elkhorn Boulevard of the types of existing agricultural operations that could occur within close proximity of their homes or businesses. Notification provided to residents and tenants shall include information on the types of land use conflicts that could occur (e.g., noise, dust) and the appropriate means by which to address these conflicts. The City shall approve the content of this notification and this notification shall be included in all residential deed and tenant agreements at the time of sale or lease.</p>	<p><i>Prepare a notice for all prospective residents and tenants located within 500 feet of existing agricultural uses north of Elkhorn Boulevard of the types of existing agricultural operations that could occur within close proximity of their homes or businesses</i></p>	<p><i>Project applicant</i></p>	<p><i>Prior to issuance of occupancy permits for residences or commercial uses within 500 feet of agricultural uses north of Elkhorn Boulevard</i></p>	<p><i>City of Sacramento Development Services Department</i></p>
<p>6.12 Biological Resources</p>				
<p>6.12-1: (City of Sacramento and LAFCo)</p>				
<p>a. To mitigate impacts to giant garter snake, the project applicant shall prepare an HCP, pursuant to Section 10(a) of ESA, and shall obtain appropriate authorization for incidental take of giant garter snake from USFWS and DFG. (DFG would issue permits through Section 2081 of the Fish and Game Code.) The HCP shall include a comprehensive giant garter snake conservation strategy, developed through consultation with USFWS and DFG. This strategy shall be consistent with the goals of the regional basin-wide conservation program described in the NBHCP, and shall advance the NBHCP's regional conservation strategy. This conservation strategy shall be designed to include avoidance, minimization and compensation measures that are adequate to assure that the proposed project shall not compromise the effectiveness of the NBHCP.</p> <p>b. The conservation strategy shall include habitat preservation and restoration consistent with the NBHCP's strategy of establishing an interconnected preserve system composed of marshlands, uplands, and rice fields in the Natomas Basin. Key elements of the giant garter snake conservation shall include on-site/off-site habitat preservation, restoration, and creation, and on-site avoidance and minimization measures. The conservation strategy that would ultimately be implemented as mitigation would be developed through consultation with DFG and USFWS as part of the permitting process. Refinements may occur through the USFWS/DFG</p>	<p><i>a, b. Prepare an HCP and obtain appropriate authorization for incidental take of giant garter snake from USFWS and DFG</i></p>	<p><i>a, b. Project applicant</i></p>	<p><i>a, b. Prior to final map recordation</i></p>	<p><i>a, b. City of Sacramento Development Services Department and Sacramento LAFCo</i></p>

* Prior to Annexation, these mitigation measures, or other feasible alternatives, shall be adopted by the City and this MMRP shall be revised accordingly.

**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
consultation process, to the extent that the NBHCP regional conservation strategy is advanced.				
<p>1. <i>Habitat Creation, Preservation, and Management in the Lone Tree Canal Linear Open Space/ Buffer Area</i></p> <p>a. To ensure that the project does not diminish habitat connectivity for giant garter snake between the southwest and northwest zones identified in the NBHCP, approximately 30.6 acres along Lone Tree Canal shall be protected and managed as giant garter snake habitat. This on-site habitat preservation shall protect an approximately 250-foot wide corridor of giant garter snake habitat that includes the canal and approximately 200 feet of adjacent uplands. Uplands within the linear open space/buffer area shall be managed as perennial grassland as described below. Additional aquatic habitat for giant garter snake shall be created along the east bank of Lone Tree Canal by construction and maintenance of a 2.7 acre tule bench. The habitat shall be managed in perpetuity as high-quality habitat for giant garter snake. Compliance and biological effectiveness monitoring shall be performed and annual monitoring reports prepared within six months of completion of monitoring for any given year. This monitoring, reporting, and adaptive management shall be performed as described in Section IV of the NBHCP.</p>	<p><i>b(1)(a). Protect and manage approximately 30.6 acres along Lone Tree Canal as giant garter snake habitat and prepare annual monitoring reports for compliance and biological effectiveness monitoring within six months of completion of monitoring for any given year</i></p>	<p><i>b(1)(a). Project applicant</i></p>	<p><i>b(1)(a). Prior to issuance of any grading permits and within six months of completion of habitat</i></p>	<p><i>b(1)(a). City of Sacramento Development Services Department and Sacramento LAFCo</i></p>
<p>b. To ensure that the project does not diminish giant garter snake movement along Lone Tree Canal, all new road crossings of Lone Tree Canal shall be designed to minimize obstacles to giant garter snake movement. The use of culverts under new road crossings on Lone Tree Canal shall be prohibited unless it can be demonstrated that the culverts will not diminish the potential for giant garter snake movement through the section of Lone Tree Canal protected by the setback fence and conservation easement.</p>	<p><i>b(1)(b-d). Design all new road crossings of Lone Tree Canal to minimize obstacles to giant garter snake movement</i></p>	<p><i>b(1)(b-d) Project applicant</i></p>	<p><i>b(1)(b-d) Prior to final map approval</i></p>	<p><i>b(1)(b-d) City of Sacramento Development Services Department and Sacramento LAFCo</i></p>

**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>c. Upland giant garter snake habitat within the Lone Tree Canal linear open space/buffer area shall be created and managed to provide cover, basking areas, and refugia during the winter dormant period. Hibernaculae would be constructed at regular intervals by embedding concrete or coarse rock in the bank or in a berm along the Lone Tree Canal corridor to provide additional winter refugia. Upland habitat with the linear open space/buffer areas shall be converted to native perennial grassland and managed, in perpetuity, as perennial grassland habitat.</p> <p>d. Aquatic habitat shall be maintained throughout the giant garter snake active season in Lone Tree Canal, in perpetuity. This is the legal responsibility and obligation of Metro Air Park property owners (MAP). The MAP HCP includes provisions for maintaining water in the canal such that the basic habitat requirements of the giant garter snake are met. The MAP HCP also provides a road map, through “Changed Circumstances,” to address procedures to follow if water is not being maintained in the canal to meet these requirements. As described in the MAP HCP, the MAP is legally obligated to assure these requirements are met, and financial and procedural mechanisms are included in the MAP HCP to enforce this. It is, therefore, assumed that MAP will provide water to Lone Tree Canal, as required by the MAP HCP and ITP, in perpetuity. It is also assumed that USFWS will use all reasonable means available to it, to enforce this MAP HCP requirement. If water is not provided to Lone Tree Canal by the MAP to meet the habitat requirements of giant garter snake, as required by the MAP HCP, and USFWS exhausts its enforcement responsibilities, the project applicant shall assume the responsibility of providing suitable giant garter snake aquatic habitat throughout the section of Lone Tree Canal protected by the fence and conservation easement. However, as stated herein, the project applicant shall only assume this responsibility if it has been sufficiently demonstrated to the City that USFWS has exhausted all reasonable means to compel MAP to comply with the relevant conditions of the MAP ITP.</p>				

**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>Specific requirements related to ensuring suitable aquatic habitat in Lone Tree Canal is present, in perpetuity, throughout the giant garter snake active season shall be developed through consultation with DFG and USFWS, and included in the new or amended HCP for Greenbriar, and may include mechanisms, such as installation of a well, to assure water is provided in the canal to meet habitat requirements.</p>				
<p>e. A barrier shall be installed between the giant garter snake habitat linear open space/buffer area and the adjacent Greenbriar development to ensure that giant garter snakes do not enter the development area, and to prohibit humans and pets from entering the giant garter snake habitat. The design of this barrier shall be subject to USFWS and CDFG review and approval. The entire length of the barrier, which shall be bordered by yards rather than roadways, shall be maintained on the preserve side by a nonprofit land trust to ensure that vegetation or debris does not accumulate near the barrier and provide opportunities for wildlife and pets to climb over the barrier. On the development side, Covenants, Codes and Restrictions (CCRs) shall prohibit accumulation of vegetation or debris adjacent to the barrier. Chain link fencing shall be placed at both ends of the corridor, with locked gates permitting entry only by RD 1000 and NMWD for channel maintenance, and by the preserve manager for habitat monitoring and maintenance purposes.</p>	<p><i>b(1)(e) Install barrier between the giant garter snake habitat linear open space/buffer area and the adjacent Greenbriar development to ensure that giant garter snakes do not enter the development area, and to prohibit humans and pets from entering the giant garter snake habitat</i></p>	<p><i>b(1)(e) Project applicant</i></p>	<p><i>b(1)(e) Prior to final map approval</i></p>	<p><i>b(1)(e) City of Sacramento Development Services Department and Sacramento LAFCo</i></p>
<p>f. Specific requirements associated with the barrier shall be developed through consultation with USFWS and DFG, and may include the following and/or other specifications that DFG and USFWS consider to be equally or more effective:</p> <ul style="list-style-type: none"> ▶ Adequate height and below-ground depth to prevent snakes or burrowing mammals from providing a through-route for snakes by establishing burrows from one side to the other crossing; ▶ Constructed using extruded concrete or block construction extending a minimum of 36-inches above ground level; 	<p><i>b(1)(f) Consult with USFWS and DFG to develop specific requirements of the giant garter snake barrier</i></p>	<p><i>b(1)(f) Project applicant</i></p>	<p><i>b(1)(f) Prior to final map approval</i></p>	<p><i>b(1)(f) City of Sacramento Development Services Department and Sacramento LAFCo</i></p>

**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<ul style="list-style-type: none"> ▶ Maintenance to repair the barrier and to prevent the establishment of vegetation or collection of debris that could provide snakes with a climbing surface allowing them to breach the barrier; ▶ A cap or lip extending at least two-inches beyond the barrier’s vertical edge to prevent snakes from gaining access along the barrier’s top edge; and ▶ Signage to discourage humans and their pets from entering the area. <p>g. The Lone Tree Canal linear open space/buffer area shall be protected in perpetuity under a conservation easement and managed to sustain the value of this area for giant garter snake habitat connectivity. Compliance and biological effectiveness monitoring shall be performed and annual monitoring reports prepared. This monitoring, reporting, and adaptive management shall be performed as described in Section IV of the NBHCP or following procedures developed in formal consultation with USFWS and DFG and contained in an ESA Incidental Take Permit for the Greenbriar project.</p>	<p align="center"><i>b(1)(g) Establish a conservation easement for the Lone Tree Canal linear open space/buffer area in perpetuity</i></p>	<p align="center"><i>b(1)(g)Project applicant</i></p>	<p align="center"><i>b(1)(g) Prior to final map approval</i></p>	<p align="center"><i>b(1)(g) City of Sacramento Development Services Department and Sacramento LAFCo</i></p>
<p>2. Off-site Habitat Preservation, Restoration, and Creation</p> <p>a. The project applicant shall preserve, restore, and manage giant garter snake habitat at two off-site locations identified as having high regional conservation value, and contributing to an interconnected regional reserve system as envisioned in the NBHCP. Off-site habitat preservation, restoration, and creation shall be implemented on the Sacramento County portion of the Spangler property (“Spangler Site”) and the Natomas 130 parcel (“Natomas 130 Site”) to ensure that implementation of the proposed project would result in no net loss of overall giant garter snake habitat value. The habitat shall be managed in perpetuity as high-quality habitat for giant garter snake. Compliance and biological effectiveness monitoring shall be performed and annual monitoring reports prepared. This monitoring, reporting, and adaptive management shall be performed as described in Section IV of the NBHCP.</p>	<p align="center"><i>b(2)(a-b) Preserve, restore, and manage garter snake habitat at the Spangler and Natomas 130 sites</i></p>	<p align="center"><i>b(2)(a-b) Project applicant</i></p>	<p align="center"><i>b(2)(a-b) Prior to issuance of any grading permits</i></p>	<p align="center"><i>b(2)(a-b) City of Sacramento Development Services Department and Sacramento LAFCo</i></p>

**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>The Spangler Site is located in northern Sacramento County along the Sutter County line, northeast of the Sacramento Airport and west of SR 70/99 (Exhibit 6.12-4). This site is currently in irrigated rice. It is surrounded by agriculture (primarily rice) on all sides. Existing water channels provide potential habitat connectivity for giant garter snake between the Spangler Site and Lone Tree Canal. A minimum of 190 acres of managed marsh, including 55.2 acres of upland habitat, shall be created and preserved for giant garter snake on the Spangler Site. The 55.2 acres of upland habitat shall also serve as mitigation for impacts to Swainson’s hawk described under Impact 6.12-2. To further reduce impacts to Swainson’s hawk, a minimum 45.4 acres of high-quality Swainson’s hawk foraging habitat (e.g., alfalfa) shall be created and managed on the Spangler Site, as further discussed below.</p> <p>The North Natomas 130 Site is adjacent to the Natomas Basin Conservancy’s Cummings preserve to the south, Fisherman’s Lake to the east, rice land to the north, and the Sacramento River to the west. The Natomas 130 Site provides potential habitat connectivity for giant garter snake to existing preserves and Lone Tree Canal via a series of water drainage and delivery channels. A minimum of 14.2 acres of managed marsh, including 4.3 acres of upland habitat, shall be created and preserved for giant garter snake on the North Natomas 130 Site. The 4.3 acres of upland habitat shall also serve as mitigation for impacts to Swainson’s hawk described under Impact 6.12-2. To further reduce impacts to Swainson’s hawk, 14.2 acres of high-quality foraging habitat shall be managed to provide Swainson’s hawk foraging habitat on the North Natomas 130 Site. Habitat created and preserved on the North Natomas 130 Site shall also include 1.9 acres of riparian, which could provide potential nesting sites for Swainson’s hawk.</p> <p>b. The off-site conservation lands shall be restored with giant garter snake habitat consisting of a mosaic of habitat types with variations in topography and an abundance of edges within and between habitat types. The managed marsh shall consist of seasonal marsh with shallow and deep water configurations, permanent marsh, and upland habitats in the form of buffers, islands, and other high-ground habitats scattered throughout the marsh’s wetland component. A significant portion of the upland</p>				

**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>c. Between April 15 and September 30, all irrigation ditches, canals, or other aquatic habitat within the construction area shall be completely dewatered, with no ponded water remaining, for at least 15 consecutive days prior to the excavation or filling in of the dewatered habitat. The purpose of dewatering the aquatic habitat prior to filling is to compel giant garter snakes to leave the area on their own. A qualified biological monitor shall ensure that dewatered habitat does not continue to support giant garter snake prey, which could attract snakes into the area. Netting and salvage of prey may be necessary if a site cannot be completely dewatered.</p>	<p><i>b(3)(c) Dewater all irrigation ditches, canals, or other aquatic habitat within the construction area, with no ponded water remaining, between April 15 and September 30</i></p>	<p><i>b(3)(c) Construction contractor</i></p>	<p><i>b(3)(c) Prior to excavation or filling of dewatered habitat</i></p>	<p><i>b(3)(c) City of Sacramento Development Services Department and Sacramento LAFCo</i></p>
<p>d. Construction activity shall be avoided within the approximately 250-foot Lone Tree Canal linear open space/buffer area, except for the purpose of habitat restoration activities carried out under the direction of a qualified biological monitor with experience identifying giant garter snakes. To minimize habitat disturbance during construction of the urban development, the approximate 250-foot wide corridor shall be bordered on the outer edge with exclusionary fencing that shall prevent giant garter snakes from entering the construction area, but shall allow any giant garter snakes within the construction area, that may have otherwise been trapped, to cross into the canal corridor. Movement of heavy equipment associated with construction of the urban development shall be restricted to the construction area outside the corridor, except for approved restoration activity within the corridor.</p>	<p><i>b(3)(d) Avoid construction activity within the approximately 250-foot Lone Tree Canal linear open space/buffer area</i></p>	<p><i>b(3)(d) Construction contractor</i></p>	<p><i>b(3)(d) During construction activities</i></p>	<p><i>b(3)(d) City of Sacramento Development Services Department and Sacramento LAFCo</i></p>
<p>e. Clearing and grading shall be confined to the minimum area necessary to facilitate construction activities as determined by a qualified biologist. Habitat that will be avoided shall be cordoned off, clearly flagged, and designated as an “Environmentally Sensitive Area” by a qualified biologist. An exclusion fence shall be erected between the development area and the Lone Tree Canal linear open space/buffer area prior to and during construction to prevent giant garter snake entry into the construction zone. The fence shall be erected prior to the</p>	<p><i>b(3)(e) Confine clearing and grading to the minimum area necessary to facilitate construction activities as determined by a qualified biologist</i></p>	<p><i>b(3)(e) Construction contractor</i></p>	<p><i>b(3)(e) During construction activities</i></p>	<p><i>b(3)(e) City of Sacramento Development Services Department and Sacramento LAFCo</i></p>

**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>onset of the dormant season preceding construction when giant garter snakes are less likely to occupy upland retreats on the project site. The interior or project side of the exclusion fence shall be routinely monitored for giant garter snakes stranded by the fence. Snakes encountered should be relocated to the nearest suitable habitat off-site by a qualified biologist.</p>				
<p>f. All construction personnel shall receive worker environmental awareness training from a USFWS-approved biologist prior to commencing any construction-related activities on the project site. This training shall instruct workers on how to identify the giant garter snake and its habitat, and what to do if a giant garter snake is encountered during construction activities.</p>	<p><i>b(3)(f) Provide worker environmental awareness training to all construction personnel</i></p>	<p><i>b(3)(f) Construction contractor</i></p>	<p><i>b(3)(f) Prior to any construction activities</i></p>	<p><i>b(3)(f) City of Sacramento Development Services Department and Sacramento LAFCo</i></p>
<p>g. A USFWS-approved biological monitor shall be present during grading activities within 200 feet of aquatic giant garter snake habitat to ensure that construction activities do not encroach into unauthorized areas. If a live giant garter snake is found during construction activities, the biological monitor shall immediately notify USFWS. The biological monitor shall have the authority to stop construction in the vicinity of the snake. The snake shall be monitored and given a chance to leave the area on its own. If the snake does not show signs of leaving, then the biological monitor shall slowly move toward the snake to flush it toward adjacent habitat away from the construction area. Potential escape routes for giant garter snakes shall be determined in advance of construction. If the garter snake does not leave on its own within 1 working day, the biological monitor shall consult with the USFWS to determine necessary additional measures. Any giant garter snake mortality shall also be reported by the biological monitor within 1 working day to USFWS. Any project-related activity that results in giant garter snake mortality shall cease so that this activity can be modified to the extent practicable to avoid future mortality.</p>	<p><i>b(3)(g) Have biological monitor present during grading activities within 200 feet of aquatic giant garter snake habitat</i></p>	<p><i>b(3)(g) Construction contractor</i></p>	<p><i>b(3)(g) During grading activities</i></p>	<p><i>b(3)(g) City of Sacramento Development Services Department and Sacramento LAFCo</i></p>

**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>h. Upon completion of construction activities, construction debris shall be completely removed from the site. If this material is situated near existing giant garter snake aquatic habitat, it shall be inspected by a qualified biologist prior to removal to assure that giant garter snakes are not using it for hibernaculae or temporary refuge.</p>	<p><i>b(3)(h) Remove construction debris from the project site</i></p>	<p><i>b(3)(h) Construction contractor</i></p>	<p><i>b(3)(h) During completion of construction activities</i></p>	<p><i>b(3)(h) City of Sacramento Development Services Department and Sacramento LAFCo</i></p>
<p>i. No plastic, monofilament, jute, or similar erosion control matting that could entangle snakes shall be placed on a project site when working within 200 feet of snake aquatic or rice habitat. Possible substitutions include coconut coir matting, tactified hydroseeding compounds, or other material approved by DFG and USFWS.</p>	<p><i>b(3)(i) No placement of plastic, monofilament, jute, or similar erosion control matting within 200 feet of snake aquatic or rice habitat</i></p>	<p><i>b(3)(i) Construction contractor</i></p>	<p><i>b(3)(i) During construction activities</i></p>	<p><i>b(3)(i) City of Sacramento Development Services Department and Sacramento LAFCo</i></p>
<p>6.12-2: (City of Sacramento and LAFCo)</p>				
<p>a. The project applicant shall implement Mitigation Measure 6.12-1. The project shall include a conservation strategy which shall be designed to include avoidance, minimization and compensation measures that are adequate to assure that the proposed project shall not compromise the effectiveness of the NBHCP. Implementation of this mitigation measure would require preservation of 27.9 acres of on-site managed grassland within the Lone Tree Canal linear open space/buffer area, which would provide low-quality Swainson’s hawk foraging habitat, and would require off-site habitat at several locations Off-site mitigation for impacts to Swainson’s hawk foraging habitat on the Spangler Site would include creation and management of 55.2 acres of upland habitat that would provide moderate-quality foraging habitat, and creation and management of 45.4 acres of high-quality foraging habitat. Off-site mitigation on the North Natomas 130 Site would include creation and preservation of 4.3 acres of moderate-quality foraging habitat and 14.2 acres of high-quality foraging habitat. Off-site mitigation at the North Natomas 130 site also includes creation and preservation of 1.9 acres of riparian habitat that could provide potential nesting sites for Swainson’s hawks.</p>	<p><i>a. Implements Mitigation Measure 6.12-1 and acquire at a minimum, 49 acres to provide high-quality foraging habitat and receive USFWS and DFG approval for off-site mitigation lands</i></p>	<p><i>a. Project applicant</i></p>	<p><i>a. Prior to final map recordation</i></p>	<p><i>a. City of Sacramento Development Services Department and Sacramento LAFCo</i></p>

**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>In addition to creation and management of foraging habitat provided by Mitigation Measure 6.12-1, the project applicant shall acquire a minimum of 49 acres of land enhanced and managed to provide high-quality foraging habitat so that the cumulative value of on-site and off-site habitat is of equal or greater value to Swainson’s hawk than that lost through project development. Swainson’s hawk habitat acquired off-site shall either be located within 1 mile of the Swainson’s hawk zone or an existing TNBC reserve, or, with USFWS and DFG concurrence, within two miles of more than one active Swainson’s hawk nests.</p> <p>Thus, in total, 27.9 acres of low-quality, 59.5 acres of moderate-quality, 108.6 acres (including the additional 49 acres referenced above) of high-quality, and 1.9 acres of potential nesting habitat would be provided as mitigation for the loss of approximately 546 acres of low- and moderate-quality foraging habitat.</p> <p>The totals described above represent the acreage, of the quality described, likely to mitigate the loss of habitat value associated with the proposed project. This represents potential acreage within a range that could be used to mitigate loss of habitat value. Acquired and preserved acreage could range up to a replacement of 1:1 (or higher) ratio, if needed to replace lost habitat value. Alternatively, a lesser acreage that is enhanced and managed as high-quality foraging habitat (e.g., alfalfa) for Swainson’s hawk in perpetuity, as proposed herein, would be acceptable provided that USFWS and DFG concur that, with the replacement habitat, the project would provide equal or greater value to the species than would the foraging habitat present at the project site. Compliance and biological effectiveness monitoring shall be performed and annual monitoring reports shall be prepared. This monitoring, reporting, and adaptive management shall be performed as described in Section IV of the NBHCP.</p>				
<p>b. In addition, the following avoidance and minimization measures shall be implemented:</p> <p>1. Pre-construction surveys shall be conducted for Swainson’s hawk and other raptors no more than 14 days and no less than 7 days prior to the beginning of any construction activity between March 15 and August 15. The survey area shall include all potential nesting sites located within ½ mile of the project and mitigation-</p>	<p><i>b(1). Conduct pre-construction surveys for Swainson’s hawk and other raptors</i></p>	<p><i>b(1). Project applicant</i></p>	<p><i>b(1). No more than 14 days prior to commencement of construction</i></p>	<p><i>b(1). City of Sacramento Development Services Department and</i></p>

**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
sites			<i>activities</i>	<i>Sacramento LAFCo</i>
<p>2. Should nesting be discovered within the survey area, a qualified biologist shall notify DFG and no new disturbance shall occur within ½ mile of the nest until the nest is no longer active or appropriate avoidance measures are approved by DFG to ensure that the nest is adequately protected. Potential mitigation measures may include visual screening and timing restrictions for construction activity. Monitoring (funded by the project applicant) of active nests by a DFG-approved raptor biologist shall be required to determine if project construction is disturbing Swainson’s hawks at the nest site. Exact implementation of this measure shall be based on specific information at the project site.</p>	<i>b(2). If an occupied nest is found, prevent disturbances within ½ mile of nest until the nest is no longer occupied</i>	<i>b(2). Project applicant</i>	<i>b(2). Prior to and during construction activities</i>	<i>b(2). City of Sacramento Development Services Department and Sacramento LAFCo</i>
6.12-3: (City of Sacramento and LAFCo)				
<p>a. The project applicant shall implement Mitigation Measure 6.12-1 to avoid impacts to waters of the United States and wetlands associated with Lone Tree Canal.</p>	<i>a. See 6.12-1 above</i>	<i>a. See 6.12-1 above</i>	<i>a. See 6.12-1 above</i>	<i>a. See 6.12-1 above</i>
<p>b. Prior to project approval, the project applicant shall obtain a verified wetland delineation from USACE. Based on the results of the verified delineation, the project applicant shall commit to replace, restore, or enhance on a “no net loss” basis, in accordance with USACE and the Central Valley RWQCB, as appropriate for each agency’s jurisdiction, the acreage of all waters of the United States and wetland habitats, including isolated wetlands that would be removed with implementation of the project. Wetland restoration, enhancement, and/or replacement shall be at a location and by methods acceptable to the USACE, DFG, and Central Valley RWQCB, as determined during the Section 404, Section 1600, and Section 401 permitting processes.</p>	<i>b. Obtain a verified wetland delineation from USACE</i>	<i>b. Project applicant</i>	<i>b. Prior to project approval</i>	<i>b. City of Sacramento Development Services Department and Sacramento LAFCo</i>
<p>c. In conjunction with preparation and implementation of the giant garter snake mitigation described under Mitigation Measure 6.12-1, the project applicant shall prepare and submit a habitat mitigation and monitoring plan to USACE for the creation of jurisdictional waters at a mitigation ratio no less than 1:1 acres of created water of</p>	<i>c. Prepare and submit a habitat mitigation and monitoring plan to USACE for the creation of jurisdictional waters at a</i>	<i>c. Project applicant</i>	<i>c. Prior to issuance of any grading permits</i>	<i>c. City of Sacramento Development Services Department and Sacramento LAFCo</i>

**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>the United States, including wetlands, to each acre filled. The mitigation plans shall demonstrate how the USACE criteria for jurisdictional waters will be met through implementation. Wetland mitigation achieved through implementation of Mitigation Measure 6.12-1 can satisfy this mitigation measure if conducted in such a way that it meets both habitat function and the USACE criteria for creation of waters of the United States. The wetland creation section of the habitat mitigation and monitoring plan shall include the following:</p> <ul style="list-style-type: none"> ▶ target areas for creation, ▶ a complete biological assessment of the existing resources on the target areas, ▶ specific creation and restoration plans for each target area, ▶ performance standards for success that will illustrate that the compensation ratios are met, and ▶ a monitoring plan including schedule and annual report format. <p>d. The project applicant shall secure the following permits and regulatory approvals, as necessary, and implement all permit conditions before implementation of any construction activities associated with the proposed project:</p>	<p><i>mitigation ratio no less than 1:1 acres of created water of the United States, including wetlands, to each acre filled</i></p>			

**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>1. Authorization for the fill of jurisdictional waters of the United States shall be secured prior to placing any fill in jurisdictional wetlands from the USACE through the CWA Section 404 permitting process. Timing for compliance with the specific conditions of the 404 permit shall be per conditions specified by the USACE as part of permit issuance. It is expected that the project would require an individual permit because wetland impacts would total more than 0.5 acre. In its final stage and once approved by the USACE, this mitigation plan is expected to detail proposed wetland restoration, enhancement, and/or replacement activities that would ensure no net loss of jurisdictional wetlands function and values in the project vicinity. As required by Section 404, approval and implementation of the wetland mitigation and monitoring plan shall ensure no net loss of jurisdictional waters of the United</p>	<p><i>d(1). Secure authorization for the fill of jurisdictional waters of the United States</i></p>	<p><i>d(1). Project applicant</i></p>	<p><i>d(1). Prior to issuance of any grading permits</i></p>	<p><i>d(1). City of Sacramento Development Services Department and Sacramento LAFCo</i></p>
<p>States, including jurisdictional wetlands. Mitigation for impacts to isolated wetlands shall be included in the same mitigation plan. All mitigation requirements identified through this process shall be implemented before construction begins in any areas containing wetland features.</p>				
<p>2. Prior to construction in any areas containing wetland features, the project applicant shall obtain water quality certification pursuant to Section 401 of the Clean Water Act for the project. Any measures required as part of the issuance of water quality certification shall be implemented.</p>	<p><i>d(2). Obtain water quality certification pursuant to Section 401 of the Clean Water Act</i></p>	<p><i>d(2). Project applicant</i></p>	<p><i>d(2). Prior to issuance of grading permits for areas where wetlands are present</i></p>	<p><i>d(2). City of Sacramento Development Services Department and Sacramento LAFCo</i></p>
<p>3. The project applicant shall obtain a Streambed Alteration Agreement under Section 1600 et seq. of the California Fish & Game Code for impacts to Waters of the State as defined under Section 1602 of the California Fish & Game Code.</p>	<p><i>d(3). Obtain a Streambed Alteration Agreement under Section 1600 et seq. of the California Fish & Game Code</i></p>	<p><i>d(3). Project applicant</i></p>	<p><i>d(3). Prior to issuance of grading permits for areas where wetlands are present</i></p>	<p><i>d(3). City of Sacramento Development Services Department and Sacramento LAFCo</i></p>
<p>4. The project applicant shall file a report of waste discharge with</p>	<p><i>d(4). File a report of waste</i></p>	<p><i>d(4). Project</i></p>	<p><i>d(4). Prior to</i></p>	<p><i>d(4). City of</i></p>

**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
the Central Valley RWQCB for activities affecting waters of the state. For other mitigation measures aimed at maintaining water quality, including obtaining National Pollutant Discharge Elimination System (NPDES) permits, see Mitigation Measure 6.10-1 in “Hydrology, Drainage and Water Quality.”	<i>discharge with the Central Valley RWQCB for activities affecting waters of the state</i>	<i>applicant</i>	<i>issuance of grading permits for areas where wetlands are present</i>	<i>Sacramento Development Services Department and Sacramento LAFCo</i>
6.12-4: (City of Sacramento and LAFCo)				
a. Before the initiation of any ground-disturbing or vegetation-clearing activities, the project applicant shall retain a qualified botanist to conduct focused surveys in the project area for Delta tule pea and Sanford’s arrowhead. The botanist shall conduct surveys for these special-status plant species at the appropriate time of year when the target species would be in flower, and therefore, clearly identifiable. Surveys shall be conducted following the approved DFG protocol for surveying for special-status plant species.	<i>a. Retain a qualified botanist to conduct focused surveys in the project area for Delta tule pea and Sanford’s arrowhead</i>	<i>a. Project applicant</i>	<i>a. Prior to ground-disturbing or vegetation-clearing activities</i>	<i>a. City of Sacramento Development Services Department and Sacramento LAFCo</i>
b. If no special-status plants are found during focused surveys, the botanist shall document the findings in a letter report to USFWS, DFG, and CNPS and no further mitigation shall be required.	<i>b. Document findings in letter report and submit to USFWS, DFG, and CNPS, if applicable</i>	<i>b. Project applicant</i>	<i>b. Prior to ground-disturbing or vegetation-clearing activities</i>	<i>b. City of Sacramento Development Services Department and Sacramento LAFCo</i>
c. If special-status plant populations are found, the project applicant shall consult with the DFG to determine the appropriate mitigation measures for any population that may be affected by the project. Mitigation measures may include creation of off-site populations on project mitigation sites, through seed collection or transplanting, preserving and enhancing existing populations, or restoring or creating suitable habitat in sufficient quantities to compensate for the impact.	<i>c. Consult with the DFG to determine the appropriate mitigation measures for any special-status plant populations that may be affected by the project</i>	<i>c. Project applicant</i>	<i>c. Prior to ground-disturbing or vegetation-clearing activities</i>	<i>c. City of Sacramento Development Services Department and Sacramento LAFCo</i>
6.12-5: (City of Sacramento and LAFCo)				
a. No more than 30 days and no less than 14 day prior to project site grading, a qualified biologist shall conduct focused surveys for burrowing owls in areas of suitable habitat on and within 300 feet of the project site. Surveys shall be conducted in accordance with DFG protocol (DFG 1995).	<i>a. Conduct focused surveys for burrowing owls</i>	<i>a. Project applicant</i>	<i>a. No more than 30 days prior to commencement of any grading activities</i>	<i>a. City of Sacramento Development Services Department and Sacramento LAFCo</i>
b. If no occupied burrows are found in the survey area, a letter report	<i>b. Submit letter report</i>	<i>b. Project</i>	<i>b. Prior to</i>	<i>b. City of</i>

**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
documenting survey methods and findings shall be submitted to DFG, and no further mitigation is necessary.	<i>documenting survey methods and findings to DFG if no occupied burrows are found</i>	<i>applicant</i>	<i>grading activities</i>	<i>Sacramento Development Services Department and Sacramento LAFCo</i>
c. If occupied burrows are found in the survey area, impacts shall be avoided by establishing a buffer of 165 feet during the non-breeding season (September 1 through January 31) or 300 feet during the breeding season (February 1 through August 31). The size of the buffer area may be adjusted if a qualified biologist and DFG determine it would not be likely to have adverse effects. No project activity shall commence within the buffer area until a qualified biologist confirms that the burrow is no longer occupied. If the burrow is occupied by a nesting pair, a minimum of 6.5 acres of	<i>c. Establish a buffer of 165 feet during the non-breeding season (September 1 through January 31) or 300 feet during the breeding season (February 1 through August 31), if occupied burrows are found in the survey area</i>	<i>c. Project applicant</i>	<i>c. Prior to commencement of grading activities within 300 feet of an occupied burrowing owl nest</i>	<i>c. City of Sacramento Development Services Department and Sacramento LAFCo</i>
foraging habitat contiguous to the burrow shall be preserved until the breeding season is over.				
d. If impacts to occupied burrows are unavoidable, on-site passive relocation techniques may be used if approved by DFG to encourage owls to move to alternative burrows outside of the impact area. However, no occupied burrows shall be disturbed during the nesting season unless a qualified biologist verifies through non-invasive methods that the burrow is no longer occupied. Foraging habitat for relocated pairs shall be provided in accordance with guidelines provided by DFG (1995). DFG guidelines recommend a minimum of 6.5 acres of foraging habitat per pair or unpaired resident bird, be acquired and permanently protected.	<i>d. Passively re-locate burrowing owls subject to DFG approval or prevent disturbance of occupied burrows during the nesting season unless a qualified biologist verifies through non-invasive methods that the burrow is no longer occupied</i>	<i>d. Project applicant</i>	<i>d. Prior to commencement of grading activities within 300 feet of an occupied burrowing owl nest</i>	<i>d. City of Sacramento Development Services Department and Sacramento LAFCo</i>
e. If relocation of the owls is approved for the site by DFG, the developer shall hire a qualified biologist to prepare a plan for relocating the owls to a suitable site. The relocation plan must include: (a) the location of the nest and owls proposed for relocation; (b) the location of the proposed relocation-site; (c) the number of owls involved and the time of year when the relocation is proposed to take place; (d) the name and credentials of the biologist who will be retained to supervise the relocation; (e) the proposed method of capture and transport for the owls to the new site; (f) a description of the site preparations at the relocation-site (e.g., enhancement of existing burrows, creation of artificial burrows, one-time or long-term	<i>e. Hire a qualified biologist to prepare a plan for relocating the owls to a suitable site, if relocation of the owls is approved by DFG</i>	<i>e. Project applicant</i>	<i>e. Prior to commencement of grading activities within 300 feet of an occupied burrowing owl nest</i>	<i>e. City of Sacramento Development Services Department and Sacramento LAFCo</i>

**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
vegetation control, etc.); and (g) a description of efforts and funding support proposed to monitor the relocation. Relocation options may include passive relocation to another area of the site not subject to disturbance through one way doors on burrow openings, or construction of artificial burrows in accordance DFG guidelines.				
f. The project applicant shall implement Mitigation Measure 6.12-2 to mitigate for the loss of burrowing owl foraging habitat.	<i>f. See 6.12-2 above</i>	<i>f. See 6.12-2 above</i>	<i>f. See 6.12-2 above</i>	<i>f. See 6.12-2 above</i>
6.12-6: (City of Sacramento and LAFCo)				
a. The project applicant shall implement Mitigation Measure 6.12-1.	<i>a. See Mitigation Measure 6.12-1</i>	<i>a. See Mitigation Measure 6.12-1</i>	<i>a. See Mitigation Measure 6.12-1</i>	<i>a. See Mitigation Measure 6.12-1</i>
b. Construction personnel shall participate in a worker environmental awareness program. Under this program, workers shall be informed about the potential presence of western pond turtles in the construction area, and shall be provided guidance on appropriate steps to take if a pond turtle is encountered during project construction.	<i>b. Conduct worker environmental awareness program</i>	<i>b. Project applicant</i>	<i>b. Prior to construction activities</i>	<i>b. City of Sacramento Development Services Department and Sacramento LAFCo</i>
c. Within 24 hours prior to commencement of construction activities, the site shall be inspected for turtles by a qualified biologist. The construction area shall be re-inspected whenever a lapse in construction activity of two weeks or greater has occurred.	<i>c. Inspect site for turtles</i>	<i>c. Project applicant</i>	<i>c. 24 hours prior to construction activities and when construction ceases for 2 weeks or more</i>	<i>c. City of Sacramento Development Services Department and Sacramento LAFCo</i>
d. If a turtle is encountered on the project site, any construction activity that could result in harm of the turtle shall immediately cease and shall not resume until the monitoring biologist has determined that the turtle has moved away from the construction-site on their own volition or a qualified biologist has moved the turtle to a safe location.	<i>d. Cease all construction activity immediately when a turtle is identified and could be harmed</i>	<i>d. Construction contractor</i>	<i>d. During construction activities</i>	<i>d. City of Sacramento Development Services Department and Sacramento LAFCo</i>

**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>6.12-8: (City of Sacramento and LAFCo) If initiation of site grading is proposed during the loggerhead shrike nesting season (March 1 to July 31), a qualified biologist shall conduct a focused surveys for loggerhead shrikes in areas of suitable habitat on and within 300 feet of the project site. The survey shall be conducted no more than 30 days and no less than 14 days prior to the start of grading. If surveys identify an active loggerhead shrike nest in the survey area, the applicant shall install brightly colored construction fencing that establishes a boundary 100 feet from the active nest. No disturbance associated with the proposed project shall occur within the 100-foot fenced area during the nesting season of March 1 through July 31 or until a qualified biologist has determine that the young have fledged or that the nest is no longer occupied prior to disturbance of the nest site.</p>	<p><i>Conduct a focused surveys for loggerhead shrikes in areas of suitable habitat on and within 300 feet of the project site, if initiation of site grading is proposed during the loggerhead shrike nesting season (March 1 to July 31)</i></p>	<p><i>Project applicant</i></p>	<p><i>Prior to grading activities</i></p>	<p><i>City of Sacramento Development Services Department and Sacramento LAFCo</i></p>
<p>6.13 Cultural Resources</p>				
<p>6.13-2: (City of Sacramento and LAFCo)* If an inadvertent discovery of cultural materials (e.g., unusual amounts of shell, charcoal, animal bone, bottle glass, ceramics, burned soil, structure/building remains) is made during project-related construction activities, ground disturbances in the area of the find shall be halted and a qualified professional archaeologist shall be notified regarding the discovery. The archaeologist shall determine whether the resource is potentially significant as per CEQA and develop specific measures to ensure preservation of the resource. Specific measures for significant or potentially significant resources could include, but not necessarily be limited to in-field documentation, archival research, subsurface testing, and excavation. The specific type of measure necessary would be determined according to evidence indicating degrees of resource integrity, spatial and temporal extent, and cultural associations and would be conducted in a manner consistent with CEQA and the City’s guidelines for preserving archaeological and cultural artifacts.</p>	<p><i>Halt ground-disturbing activities if an inadvertent discovery of cultural materials is made. Notify qualified professional archaeologist</i></p>	<p><i>Construction contractor</i></p>	<p><i>During construction activities</i></p>	<p><i>City of Sacramento Development Services Department and Sacramento LAFCo</i></p>
<p>6.13-3: (City of Sacramento and LAFCo)* In accordance with the California Health and Safety Code, if human remains are uncovered during ground disturbing activities all such activities in the vicinity of the find shall be halted immediately and the City or the City’s designated representative shall be notified. The City shall immediately notify the county coroner and a qualified professional</p>	<p><i>Halt ground-disturbing activities if an inadvertent discovery of human remains is made. Notify City of Sacramento’s designated representative</i></p>	<p><i>Construction contractor</i></p>	<p><i>During construction activities</i></p>	<p><i>City of Sacramento Development Services Department and Sacramento LAFCo</i></p>

* Prior to Annexation, these mitigation measures, or other feasible alternatives, shall be adopted by the City and this MMRP shall be revised accordingly.

**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>archaeologist. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or state lands (Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the NAHC by phone within 24 hours of making that determination (Health and Safety Code Section 7050[c]). The responsibilities of the Agency for acting upon notification of a discovery of Native American human remains are identified in detail in the California Public Resources Code Section 5097.9. The City or their appointed representative and the professional archaeologist shall consult with a Most Likely Descendant (MLD) determined by the NAHC regarding the removal or preservation and avoidance of the remains and determine if additional burials could be present in the vicinity.</p>				