

RESOLUTION NO. LAFC 1347

REVISED

**RESOLUTION OF THE SACRAMENTO LOCAL AGENCY FORMATION
COMMISSION ADOPTING A MITIGATION MONITORING AND
REPORTING PROGRAM FOR THE SPHERE OF INFLUENCE AMENDMENT FOR
THE CITY OF SACRAMENTO, THE SACRAMENTO REGIONAL
COUNTY SANITATION DISTRICT, AND COUNTY SANITATION
DISTRICT 1
(LAFC 12-05)**

WHEREAS, the Sacramento Local Agency Formation Commission is the entity authorized to approve a Sphere of Influence pursuant to the Cortese-Knox-Hertzberg Local Government Reorganization Act; and

WHEREAS, the Sacramento Local Agency Formation Commission considered the Proposal to amend the Sphere of Influence for the City of Sacramento; and

WHEREAS, a Final Environmental Impact Report was certified as adequate and complete for the City of Sacramento Sphere of Influence Amendment (12-05) as set forth in Resolution No. LAFC 1345, which is incorporated herein by reference; and

WHEREAS, the Final Environmental Impact Report identified mitigation measures for the environmental impacts described in the Final Environmental Impact Report; and

WHEREAS, certain of those mitigation measures were made conditions of approval prior to the Commission's approval of the Sphere of Influence amendment and any application to annex property within the Sphere of Influence territory; and

WHEREAS, pursuant to Section 21081.6 of the Public Resources Code, a Mitigation Monitoring and Reporting Program is required;

NOW, THEREFORE, the SACRAMENTO LOCAL AGENCY FORMATION COMMISSION HEREBY RESOLVES AS FOLLOWS:

1. The attached document entitled "MITIGATION MONITORING AND REPORTING PROGRAM FOR THE SPHERE OF INFLUENCE AMENDMENT FOR THE CITY OF SACRAMENTO, THE SACRAMENTO REGIONAL COUNTY SANITATION DISTRICT, AND COUNTY SANITATION DISTRICT 1" (Attachment A) is hereby adopted and incorporated by reference as though wholly set forth herein.

2. *The timing of the requirement to implement the mitigation monitoring for Mitigation Measure 6.12-1 regarding approval of the HCP and ITPs (and other similar mitigation measures) would be as set forth in the EIR or as otherwise determined through further consultation with USFWS and DFG.*

3. Adoption of this Mitigation Monitoring and Reporting Program does not constitute the approval of any project.

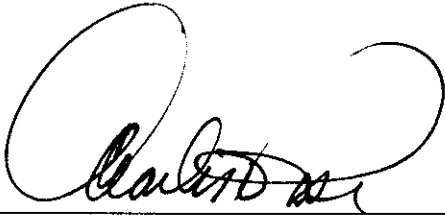
ON A MOTION made by Commissioner Fong, seconded by Commissioner Yee, the foregoing Resolution No. LAFC 1347 was adopted by the **SACRAMENTO LOCAL AGENCY FORMATION COMMISSION** State of California, on this 19th day of September, 2007, by the following vote, to wit:

AYES: *Miklos, Peters*

NOES: *Tooker, Fox, and Rose*

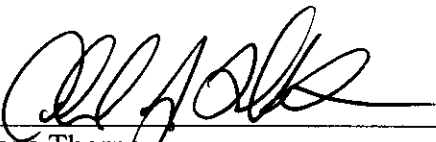
ABSTAIN:

ABSENT:

By: 

Chuck Rose, Chair
SACRAMENTO LOCAL AGENCY FORMATION COMMISSION

ATTEST:



Diane Thorpe
Commission Clerk

Mitigation Monitoring and Reporting Program
for
Greenbriar Development Project



Prepared for:
City of Sacramento
Environmental Planning Services

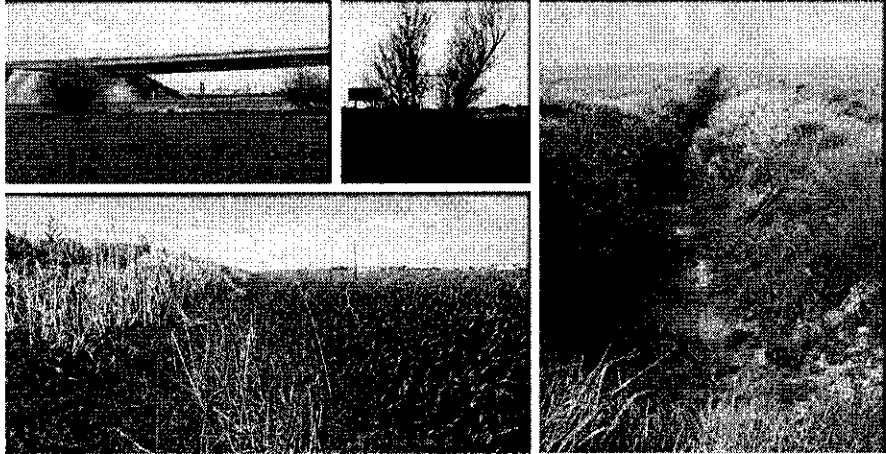
and

Sacramento Local Agency Formation Commission

September 6, 2007

EDAW

Mitigation Monitoring and Reporting Program
for
Greenbriar Development Project



Prepared For:

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September 6, 2007



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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
<p>6.1 Transportation and Circulation</p>				
<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>Prepare Greenbriar Finance Plan</p>	<p>Project applicant, City of Sacramento</p>	<p>Concurrent with project approval</p>	<p>City of Sacramento Development Services Department; Sacramento LAFCo</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>Ensure construction and operation of Meister Way overpass</p>	<p>Project applicant and City of Sacramento</p>	<p>On or before 65% buildout of project based on total project trip generation</p>	<p>City of Sacramento Development Services Department</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 re-stripe 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>Re-stripe westbound Elverta Road approach to provide two turn lanes and a shared through-right lane</p>	<p>Project applicant</p>	<p>Prior to issuance of first occupancy permit</p>	<p>City of Sacramento Development Services Department</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>Construct traffic signal at Elkhorn Boulevard and Lone Tree Road intersection</p>	<p>Project applicant</p>	<p>On or before 50% buildout of project based on total project trip generation</p>	<p>City of Sacramento Development Services Department</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>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</p>	<p>Project applicant and City of Sacramento</p>	<p>Finance Plan shall be prepared prior to project approval Traffic signal shall be installed prior to recordation of the first map</p>	<p>City of Sacramento Development Services Department</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>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</p>	<p>Project applicant and City of Sacramento</p>	<p>Prior to project approval</p>	<p>City of Sacramento Development Services Department</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>Construct traffic signal at Elkhorn Boulevard and Project Street 1 intersection</p>	<p>Project applicant</p>	<p>Prior to issuance of first occupancy permit</p>	<p>City of Sacramento Development Services Department</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>Construct traffic signal at Elkhorn Boulevard and</p>	<p>Project applicant</p>	<p>Prior to issuance of first occupancy permit</p>	<p>City of Sacramento Development Services Department</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.	Project Street 2 intersection		permit	Services Department
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.	Make revisions to project plans so Elkhorn Boulevard and Project Street 3 intersection is restricted to right in/right out access only	Project applicant	Prior to issuance of first occupancy permit	City of Sacramento Development Services Department
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).	See 6.1-1 b above	See 6.1-1 b above	See 6.1-1 b above	See 6.1-1 b above
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.	Widen Elkhorn Boulevard west of SR 70/99 interchange to Lone Tree Road to provide two travel lanes in each direction	Project applicant	On or before 60% buildout of project based on total project trip generation	City of Sacramento Development Services Department
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.	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	Project applicant	On or before 66% buildout of project based on total project trip generation	City of Sacramento Development Services Department
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).	See 6.1-1b above	See 6.1-1b above	See 6.1-1b above	See 6.1-1b above
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. b. Before project approval, the project applicant shall in coordination with the City, prepare a City Council-approved Finance Plan to fund	a. see 6.1-1e b. Prepare City-Council approved Finance Plan to	a. see 6.1-1e b. Project applicant and City of	a. see 6.1-1e b. Concurrent with project approval	a. see 6.1-1e b. City of Sacramento

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<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 of 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>ensure that the project applicant will pay their fair-share costs toward the widening of the off-ramp from one lane to two lanes</p>	<p>Sacramento</p>		<p>Development Services Department</p>
<p>6.1-3c: SR 70/99 Southbound to I-5 Southbound on-ramp (City of Sacramento and Caltrans)*</p>	<p>a. Establish a Traffic Congestion Relief Fund</p>	<p>a. City of Sacramento</p>	<p>a. Upon issuance of building permits</p>	<p>a. City of Sacramento Development Services Department</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>b. Pay fair-share to the City's Traffic Congestion Relief Fund</p>	<p>b. Project applicant</p>	<p>b. Upon issuance of building permits</p>	<p>b. City of Sacramento Development Services Department</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>See 6.1-1b above</p>	<p>See 6.1-1b above</p>	<p>See 6.1-1b above</p>
<p>6.1-4b: I-5 North of Del Paso Road (City of Sacramento and Caltrans)*</p>		<p>a. See 6.1-3c above</p>	<p>a. See 6.1-3c above</p>	<p>a. See 6.1-3c above</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>b. Pay fair-share to the City's Traffic Congestion Relief Fund</p>	<p>b. Project applicant</p>	<p>b. Upon issuance of building permits</p>	<p>b. City of Sacramento Development Services Department</p>

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**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>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>6.1-4c: 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>a. See 6.1-3c above</p>	<p>a. See 6.1-3c above</p>	<p>a. See 6.1-3c above</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>b. Pay fair-share to the City's Traffic Congestion Relief Fund</p>	<p>b. Project applicant</p>	<p>b. Upon issuance of building permits</p>	<p>b. City of Sacramento Development Services Department</p>
<p>Mitigation Measure 6.1-4d: This mitigation was removed in the Second Recirculated DEIR.</p>				
<p>6.1-4e: SR 70/99 between Elkhorn Boulevard and I-5/SR 70/99 Interchange (City of Sacramento)*</p>	<p>a. The project applicant shall implement Mitigation Measure 6.1-3c.</p>	<p>a. See 6.1-3c above</p>	<p>a. See 6.1-3c above</p>	<p>a. See 6.1-3c above</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>b. Pay fair-share to the City's Traffic Congestion Relief Fund</p>	<p>b. Project applicant</p>	<p>b. Upon issuance of building permits</p>	<p>b. City of Sacramento Development Services Department</p>
<p>6.1-5a: Elkhorn Boulevard and Lone Tree Road (City of Sacramento and County)*</p>	<p>a. Coordinate with Sacramento County to acquire additional</p>	<p>Project applicant and City of</p>	<p>Prior to project buildout</p>	<p>City of Sacramento Development</p>

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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>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</p>	<p>Sacramento</p>		<p>Services Department</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>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</p>	<p>Project applicant and City of Sacramento</p>	<p>Prior to project approval</p>	<p>City of Sacramento Development Services Department</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>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</p>	<p>Project applicant and City of Sacramento</p>	<p>Prior to project approval</p>	<p>City of Sacramento Development Services Department</p>
<p>6.1-5d: Metro Air Parkway and I-5 Northbound Ramps (City of Sacramento and Caltrans)*</p>	<p>Prepare City-Council approved Finance Plan to</p>	<p>Project applicant and City of</p>	<p>Prior to project approval</p>	<p>City of Sacramento Development</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>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</p>	<p>Sacramento</p>		<p>Services Department</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>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</p>	<p>Project applicant and City of Sacramento</p>	<p>Prior to project buildout</p>	<p>City of Sacramento Development Services Department</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>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</p>	<p>Project applicant and City of Sacramento</p>	<p>Prior to project buildout</p>	<p>City of Sacramento Development Services Department</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 restripes the eastbound</p>	<p>Revise the improvement plan to provide a left-turn lane for the northbound East Commerce Way approach, an additional lane for the</p>	<p>Project applicant</p>	<p>Prior to 65% buildout of project site</p>	<p>City of Sacramento Development Services Department</p>

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**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>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).</p>	<p><i>eastbound Meister Way approach, and restripe the eastbound Meister Way approach to provide a left-turn lane and a right-turn lane</i></p>			
<p>6.1-5b: 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.</p>	<p><i>Not applicable</i></p>	<p><i>Not applicable</i></p>	<p><i>Not applicable</i></p>	<p><i>Not applicable</i></p>
<p>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.</p>	<p><i>Not applicable</i></p>	<p><i>Not applicable</i></p>	<p><i>Not applicable</i></p>	<p><i>Not applicable</i></p>
<p>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).</p>	<p><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></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>6.1-6a: 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</p>	<p><i>Establish a funding mechanism to fully fund necessary traffic mitigation to ensure that the project</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
<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>applicant will pay their fair-share costs towards widening Elkhorn Boulevard to six lanes west of the SR 70/99 Interchange</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>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</p>	<p>Project applicant</p>	<p>Prior to 66% buildout of project site</p>	<p>City of Sacramento Development Services Department</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>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</p>	<p>Project applicant and City of Sacramento</p>	<p>Prior to project approval</p>	<p>City of Sacramento Development Services Department</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. See 6.1-3c above</p> <p>b. Pay fair-share to the City's Traffic Congestion Relief Fund</p>	<p>a. See 6.1-3c above</p> <p>b. Project applicant</p>	<p>a. See 6.1-3c above</p> <p>b. Upon issuance of building permits</p>	<p>a. See 6.1-3c above</p> <p>b. City of Sacramento Development Services Department</p>
<p>6.1-7c: I-5 Northbound to Metro Air Parkway off-ramp (City of Sacramento and Caltrans)*</p>	<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. Pay fair share toward widening of the off-ramp</p>	<p>a. Project applicant</p> <p>b. see 6.1-5d above</p>	<p>a. City of Sacramento Development Services Department and Caltrans</p> <p>b. see 6.1-5d above</p>
<p>6.1-7d: Metro Air Parkway to I-5 Southbound loop on-ramp (City of Sacramento and Caltrans)*</p>	<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>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</p>	<p>Project applicant and City of Sacramento</p>	<p>Prior to project approval</p> <p>City of Sacramento Development Services Department</p>

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**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>the funding needed to construct this improvement.</p>				
<p>6.1-8a: I-5 east of Powerline Road to the MAP Interchange (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 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.</p>	<p>a. See 6.1-3c above</p> <p>b. Pay fair-share to the City's Traffic Congestion Relief Fund</p>	<p>a. See 6.1-3c above</p> <p>b. Project applicant</p>	<p>a. See 6.1-3c above</p> <p>b. Upon issuance of building permits</p>	<p>a. See 6.1-3c above</p> <p>b. City of Sacramento Development Services Department</p>
<p>6.1-8b: 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 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>a. See 6.1-3c above</p> <p>b. Pay fair-share to the City's Traffic Congestion Relief Fund</p>	<p>a. See 6.1-3c above</p> <p>b. Project applicant</p>	<p>a. See 6.1-3c above</p> <p>b. Upon issuance of building permits</p>	<p>a. See 6.1-3c above</p> <p>b. City of Sacramento Development Services Department</p>

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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>a. See 6.1-3c above</p> <p>b. Pay fair-share to the City's Traffic Congestion Relief Fund</p>	<p>a. See 6.1-3c above</p> <p>b. Project applicant</p>	<p>a. See 6.1-3c above</p> <p>b. Upon issuance of building permits</p>	<p>a. See 6.1-3c above</p> <p>b. City of Sacramento Development Services Department</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>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>	<p>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</p>	<p>a.-f. Project applicant</p>	<p>a.-f. Prior to recordation of the first map</p>	<p>a.-f. City of Sacramento Development Services Department</p>

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**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>e. Development Engineering Division.</p> <p>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.</p>				
<p>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.</p>				

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**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>6.1-10: (City of Sacramento)*</p> <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>a-c. Fund and operate an interim shuttle/bus transportation service for residents and patrons of the project site</p>	<p>a-c. Project applicant</p>	<p>a-c. Prior to construction and operation of LRT station along Meister Way and after receiving 50 service requests from on-site residents</p>	<p>a-c. City of Sacramento Development Services Department</p>
<p>6.1-11: (City of Sacramento)*</p> <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>a. Prepare a detailed Traffic Management Plan</p>	<p>a. Project applicant</p>	<p>a. Prior to issuance of any grading permits</p>	<p>a. City of Sacramento Development Services Department</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. <i>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>b. <i>Project applicant</i></p>	<p>b. <i>14 days prior to the commencement of construction</i></p>	<p>b. <i>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>Submit a detailed parking plan for each proposed land use</p>	<p>Project applicant</p>	<p>Prior to approval of development entitlements</p>	<p>City of Sacramento Engineering and Finance Division</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>a. <i>Provide an exclusive left turn lane and a shared</i></p>	<p>a, b, c. <i>Project applicant</i></p>	<p>a, b, c. <i>Prior to 40% buildout of</i></p>	<p>a, b, c. <i>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><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>project site</i></p>	<p><i>Engineering and Finance Division</i></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><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>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>c. Submit final design and siting plans</i></p>			
<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>	<p><i>Project applicant</i></p>	<p><i>Prior to approval of final map</i></p>	<p><i>City of Sacramento Development Services Department</i></p>
<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><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>Project applicant</i></p>	<p><i>Prior to approval of final map</i></p>	<p><i>City of Sacramento Development Services Department</i></p>
<p>b. The project applicant shall implement mitigation measure 6.1-12</p>	<p><i>b. See 6.1-12</i></p>	<p><i>b. See 6.1-12</i></p>	<p><i>b. See 6.1-12</i></p>	<p><i>b. See 6.1-12</i></p>

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**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>(Construction Traffic Management Plan).</p> <p>6.2 Air Quality</p> <p>6.2-1: (City of Sacramento and LAFCo)*</p> <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>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-average 20% NO_x reduction and 45% particulate reduction compared to the most recent ARB fleet average at the time of construction</p>	<p>a(i). Project applicant and SMAQMD</p>	<p>a(i). Prior to issuance of any grading permits</p>	<p>a(i). City of Sacramento Development Services Department, Sacramento LAFCo, and SMAQMD</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>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. 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>a(ii). Project applicant</p>	<p>a(ii). Prior to issuance of grading permits</p>	<p>a(ii). City of Sacramento Development Services Department, Sacramento LAFCo, and SMAQMD</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>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</p>	<p>a(iii). Project applicant</p>	<p>a(iii). Prior to issuance of any grading permits and during construction</p>	<p>a(iii). City of Sacramento Development Services Department, Sacramento LAFCo, and SMAQMD</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>b. Implement measures to reduce fugitive dust emissions</p>	<p>b. Project applicant</p>	<p>b. During construction</p>	<p>b. City of Sacramento Development Services Department and Sacramento LAFCo</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. Project applicant</p>	<p>c. Prior to issuance of grading permits</p>	<p>c. City of Sacramento Development Services Department, Sacramento LAFCo, and SMAQMD</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>c. Pay \$2,587,955 into SMAQMD's off-site construction mitigation fund</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>d. Comply with all applicable SMAQMD rules and regulations</p>	<p>d. Project applicant</p>	<p>d. During project construction</p>	<p>d. City of Sacramento Development Services Department and Sacramento LAFCo</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>Submit Air Quality Mitigation Plan to SMAQMD for approval</p>	<p>Project applicant</p>	<p>Prior to issuance of any grading permits</p>	<p>City of Sacramento Development Services Department and Sacramento LAFCo</p>

**Table 1
Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>6.2-4: (City of Sacramento and LAFCo)* Onsite Mobile Sources. The following mitigation measures shall be implemented:</p>	<p>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.</p>	<p>a. <i>Develop and implement a plan to reduce diesel emissions at loading dock facilities</i></p>	<p>a. <i>Prior to issuance of occupancy permits for facilities with loading docks</i></p>	<p>a. <i>City of Sacramento Development Services Department and Sacramento LAFCo</i></p>
<p>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.</p>	<p>b. <i>Locate commercial/convenience land uses as far away as feasibly possible from existing and proposed sensitive receptors</i></p>	<p>b. <i>Project applicant</i></p>	<p>b. <i>Prior to recordation of the first map</i></p>	<p>b. <i>City of Sacramento Development Services Department and Sacramento LAFCo</i></p>
<p>6.2-5: (City of Sacramento and LAFCo)* The following mitigation measures shall be implemented:</p>	<p>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.</p>	<p>a. <i>Locate commercial/convenience land uses with potential to emit objectionable emissions as far away from existing and proposed receptors</i></p>	<p>a. <i>Prior to recordation of the first map</i></p>	<p>a. <i>City of Sacramento Development Services Department and Sacramento LAFCo</i></p>
<p>b. When permitting the facility that would occupy the proposed commercial/convenience space, the City shall take into consideration its odor-producing potential.</p>	<p>b. <i>Consider odor-producing potential of commercial/convenience space</i></p>	<p>b. <i>City of Sacramento</i></p>	<p>b. <i>Prior to approval of final map</i></p>	<p>b. <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>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>c. Install odor control devices at commercial facilities with potential to emit odors</p>	<p>c. Facility operator</p>	<p>c. Prior to approval of business license for land uses with odor-emitting facilities</p>	<p>c. City of Sacramento Development Services Department and Sacramento LAFCo</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>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</p>	<p>Construction manager and project applicant</p>	<p>During project construction activities</p>	<p>City of Sacramento Development Services Department and Sacramento LAFCo</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>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.</p>	<p>Project applicant and City of Sacramento</p>	<p>Prior to issuance of each building permit</p>	<p>City of Sacramento Development Services Department and Sacramento LAFCo</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

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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 L.AFCo)* 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>a. Construct a solid (e.g., earth, concrete, masonry, wood, and other materials) noise barrier in noise impact/mitigation area A</p> <p>b. Shift the drainage opening to the north by two lots in noise impact/mitigation area B</p> <p>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</p>	<p>a. Project applicant</p> <p>b. Project applicant</p> <p>c. Project applicant</p>	<p>a. Prior to issuance of occupancy permits for residences in area A</p> <p>b. Prior to approval of final map</p> <p>c. Prior to issuance of occupancy permits for residences in area C</p>	<p>City of Sacramento Development Services Department and Sacramento L.AFCo</p> <p>City of Sacramento Development Services Department and Sacramento L.AFCo</p> <p>City of Sacramento Development Services Department and Sacramento L.AFCo</p>

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Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>with minimal gap at the ground).</p> <p>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.</p>	<p>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.</p>	<p>d. Project applicant</p>	<p>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.</p>	<p>d. City of Sacramento Development Services Department and Sacramento LAFCo</p>
<p>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.</p>	<p>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.</p>	<p>e. Project applicant</p>	<p>e. Prior to issuance of occupancy permits for residences in area E.</p>	<p>e. City of Sacramento Development Services Department and Sacramento LAFCo</p>
<p>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.</p>	<p>f. Construct a solid noise barrier in noise impact/mitigation area F along Meister Way in noise impact/mitigation area F.</p>	<p>f. Project applicant</p>	<p>f. Prior to issuance of occupancy permits for residences in area F.</p>	<p>f. City of Sacramento Development Services Department and Sacramento LAFCo</p>
<p>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</p>	<p>g. Construct a solid noise barrier or berm/wall combination along Elkhorn</p>	<p>g. Project applicant</p>	<p>g. Prior to issuance of occupancy</p>	<p>g. City of Sacramento Development</p>

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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>Conduct site-specific acoustical analyses for the proposed school</p>	<p>Project applicant</p>	<p>Prior to issuance of building permits</p>	<p>City of Sacramento Development Services Sacramento LAFCo</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>Ensure operation of heavy construction equipment is not operated within 60 feet of inhabited residences or within 15 feet of uninhabited structures</p>	<p>Construction manager and project applicant</p>	<p>During project construction activities</p>	<p>City of Sacramento Development Services Sacramento LAFCo</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>Fund the installation of a new pump</p>	<p>Project applicant</p>	<p>Prior to issuance of the first building permit</p>	<p>City of Sacramento Development Services Reclamation District 1000</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>a. Coordinate with the City of Sacramento and SFD to determine the timing of construction of a new fire</p>	<p>a. Project applicant</p>	<p>a. Prior to issuance of first occupancy permit</p>	<p>a. City of Sacramento Development Services</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>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>station that would serve the proposed project and enter into an agreement with SFD to ensure adequate services are in place</p> <p>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)</p>	<p>b. Project applicant</p>	<p>b. Prior to issuance of first occupancy permit</p>	<p>Department and Sacramento LAFCo</p> <p>b. City of Sacramento Development Services Department and Sacramento LAFCo</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>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</p>	<p>Project applicant and City of Sacramento</p>	<p>Prior to approval of final maps</p>	<p>City of Sacramento Development Services Department and Sacramento LAFCo</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.	a. Install light fixtures that have light sources aimed downwards and install shielded lighting outside	a. Project applicant	a. Prior to issuance of occupancy permits	a. City of Sacramento Development Services Department and Sacramento LAFCo
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.	b. Adhere to all requirements of the City of Sacramento design guidelines regarding appropriate building materials, lighting, and signage in the office/commercial areas	b. Project applicant	b. Prior to issuance of building permits	b. City of Sacramento Development Services Department and Sacramento LAFCo
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.	Cease construction activities adjacent to an UST or in the area of soil contamination and contact the County EMD immediately	Construction contractor	During construction activities	City of Sacramento Development Services Department
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.	Request a consistency determination of proposed land use with the CLUP from Sacramento County ALUC	City of Sacramento	Prior to City pre-zoning and prior to annexation	City of Sacramento Development Services Department and Sacramento LAFCo
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.				

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