

addition to the proposed buffer on the western boundary of the project site. In general, this alternative would result in a development project that provides a 200- to 400-foot open space buffer along the eastern, southern, and western edges of the project site. (DEIR, p. 8-11.)

### Comparative Environmental Effects

#### *Impacts Reduced Under the Reduced Size Alternative:*

This Alternative would reduce the number of housing units developed at the project site by approximately 20%, resulting in a corresponding 20% reduction in daily traffic volumes on local roadways. Therefore, the Reduced Size Alternative would result in the generation of 32,896 total trips (2,523 a.m. peak hour and 3,574 p.m. peak hour trips). Based on evaluation of the surrounding roadway network, a reduction of approximately 75% of total trip generation (i.e., not to exceed 10,280 total trips) would be required to eliminate the project's significant and unavoidable transportation system impacts including impacts to local roadway intersections, roadway segments, freeway ramps, and freeway segments. Therefore, while this Alternative would result in less traffic on area roadways, it nonetheless would continue to result in significant and unavoidable transportation impacts because existing traffic volumes are either closely approaching unacceptable operating conditions or currently exceed acceptable operating thresholds for these facilities. However, it should be noted that mitigation recommended for the project would likely result in more efficient and less congested operation of the local roadway network under the Reduced Size Alternative compared to the project. Further, because of its reduced size and the reduced number of traffic trips generated by this alternative, this Alternative would result in less transportation and circulation impacts compared to the project, but these impacts would continue to be significant and unavoidable. (DEIR, p. 8-11.)

This Alternative would result in development of the majority of the project site and the generation of construction- and operations-related air emission. Air emissions would be approximately 20% less under this Alternative because of the reduced number of houses and commercial acreage (and associated vehicle trips). However, because a majority (i.e., 80%) of construction activities and proposed uses would occur, this Alternative would also result in the generation of air emissions that exceed relevant standards of the Sacramento Metropolitan Air Quality Management District (SMAQMD) (i.e., construction-related emissions mitigated to 71.6 lbs/day of ROG and 408.96 lbs/day of NOX ) and operational emissions mitigated to 280.6 lbs/day of ROG, 270.8 lbs/day of NOX, and 165.3 lbs/day of PM10) This Alternative would provide a greater setback between I-5 and SR 70/99 from sensitive receptors through the provision of a 200- to 400-foot buffer along the eastern and southern boundaries of the project site. This setback would further reduce less-than-significant exposure to toxic air contaminants from freeway operations, and could, depending on other design considerations (e.g., sound walls, tree lines), eliminate any concerns surrounding this impact. Overall, this Alternative would result in less construction- and operation-related air emissions compared to the project, but these impacts would continue to be significant and unavoidable. This Alternative would also likely substantially reduce or avoid the project's significant toxic air contaminant impacts. (DEIR, p. 8-12.)

Both this Alternative and the proposed project would result in temporary noise generated by construction activities; development of various noise generating land uses; increases in

traffic noise; and development of sensitive receptors that would be exposed to existing or project-generated noise levels exceeding City standards. Construction-related noise impacts would be the same as with the proposed project because the same types and numbers of construction equipment would be used. However, noise levels at nearby sensitive receptors may be reduced because of the larger buffer areas provided around the development site. Similar to the project, construction activities would be limited to the hours of 7 a.m. to 6 p.m. Monday through Saturday and 9 a.m. to 6 p.m. on Sunday, which would reduce construction-related noise impacts to a less-than-significant level. Given the relative level of traffic (80% of project), compared with the project, traffic noise would be reduced. This Alternative would also shift the project footprint of the site to the center and would provide a greater distance between the development and the major noise source of the Sacramento International Airport. More importantly, this Alternative would provide a greater setback from major transportation noise sources, I-5 and SR 70/99, thereby reducing and perhaps eliminating exterior and interior noise level exceedances at sensitive receptors. However, because of the constrained nature of the site and the need to locate the elementary school outside the overflight safety zone of the Sacramento International Airport, it may not be feasible to re-locate the elementary school such that the benefit of increased noise reduction could be achieved. Overall, this Alternative would reduce noise impacts to some noise sensitive land uses and impacts would be less than the project. (DEIR, p. 8-12.)

In general, this Alternative would result in the same land uses and same project amenities including the proposed light rail station. This Alternative would reduce the number of houses within the overflight safety zone of the Sacramento International Airport, thereby reducing potential safety risks associated with airport operations. This Alternative would, however, include a proposed light rail station, commercial uses, and parks which would be incompatible with safety standards of the Sacramento International Airport's CLUP. Further, this Alternative would also locate a lake/detention basin within the airport safety zone, which could create potential bird strike hazards for commercial aircraft. However, implementation of mitigation recommended for the project would reduce this impact to a less-than-significant level. Overall, this Alternative would reduce the development and land uses that would fall within the airport safety zone, thereby reducing the number of residents and tenants that are exposed to potential aircraft hazards. Therefore, this Alternative would result in less public health and hazards impacts. (DEIR, p. 8-13.)

The viability of the buffer areas on the project site (i.e., long, narrow 200- to 400-foot wide strips of land) for agricultural operations would likely be infeasible. In general, large areas dedicated to agricultural operations are needed to have a viable farming operation. Further, potential land use incompatibilities (e.g., air, noise) associated with agricultural operations adjacent to urban development increases the likelihood that a viable agricultural operation surrounding the project site would not occur. Therefore, although the foot print of this would result in less development and direct conversion of Important Farmland, the net effect because of land use compatibilities and lack of viable farming properties would be similar to the project (i.e., conversion of 518 acres of Important Farmland) and with mitigation would be significant and unavoidable. However, this Alternative would reduce the acreage of open space converted to urban land uses; however, because of the substantial size of this Alternative and the lack of full compensatory mitigation, this impact would remain significant and unavoidable. Nonetheless, this Alternative would reduce impacts to Important Farmland and overall impacts would be less [Less]. (DEIR, p. 8-14.)

Impacts Similar Under the Reduced Size Alternative:

Under this Alternative, utility and other public service demands would be approximately 20% less; however, these impacts are less than significant or less than significant with mitigation for the project. No significant utilities or public services impacts were identified for the project after mitigation, so this Alternative would not reduce or avoid any such impacts. Indirect impacts related to regional improvement projects (i.e., wastewater treatment expansion) would be similar. Overall, this Alternative would result in similar environmental impacts (i.e., based on CEQA thresholds) as the project, although unit demands for utility and other public services would be less because this Alternative would reduce the total population living on-site. (DEIR, p. 8-12, 13.)

Although reduced in size, it is assumed this Alternative would provide comparable park land as the project and would meet the City's standard for parkland dedication (5 acres per 1,000 new residents). Based on a population of 7,141 residents, approximately 35.71 acres of parkland would be provided under this Alternative. However, because of the need to provide buffers around the perimeters of the project site to reduced noise and air quality impacts associated with traffic on I-5 and SR 70/99 and the constraints associated with the airport safety zone, it may be potentially infeasible for this Alternative to provide a community park (i.e., a park of 23 acres or more). Nonetheless, it is expected that this Alternative would meet its park demand requirements. This Alternative would convert approximately 20% less open space areas because of its reduced size. Therefore, the proposed project and this Alternative would have similar effects related to parks and open space. (DEIR, p. 8-13.)

Under this Alternative there would be the same alteration of views, but at a reduced scale, of the project site from surrounding lands including I-5, SR 70/99, and local roadways. This impact was identified as significant and unavoidable with the project. With this Alternative, this impact would also be considered significant and unavoidable because the view shed would substantially changed from existing conditions, similar to what would occur with the project. Lighting would be slightly less under this Alternative, but lighting impacts were not identified as significant project impacts. Overall aesthetic resources impacts would be perceived as nearly the same as the project because the site would be substantially converted from any open space to a developed use. (DEIR, p. 8-13.)

Under this Alternative there would be a reduction in project development; therefore impacts related to construction erosion and risks from seismic and soil hazards would be reduced. Nonetheless, because of its substantial size (i.e., greater than 15 acres), this Alternative would include the same soil erosion (i.e., preparation of a SWPPP) and soil hazards mitigation measures as the project; therefore, post mitigation impacts would not change (i.e., impacts would be less than significant). Therefore, this Alternative would result in similar geology and soils impacts. (DEIR, p. 8-13.)

In general, this Alternative would result in the same hydrology and water quality impacts as the project because a substantially similar, but somewhat reduced development would occur. This Alternative would reduce the volumes of stormwater discharges from the site. Nevertheless, because both the project and this Alternative would be designed in accordance with City drainage standards, would ensure that sufficient capacity exists in off-

site drainage facilities, and would implement BMPs for water quality, this Alternative would result in similar hydrology and water quality impacts. Similar to the project, this Alternative would be located in an area that is located outside the Federal Emergency Management Agency's (FEMA) 100-year floodplain. Therefore, less-than-significant flooding impacts would occur. Therefore, the proposed project and Reduced Size Alternative would have similar hydrology, drainage, and water quality effects. (DEIR, p. 8-14.)

This Alternative would reduce the development footprint of the project site and would increase the buffer area along the western, eastern, and southern boundaries of the site (i.e., up to 400 feet). Therefore, this Alternative would reduce overall impacts to giant garter snake. Further, similar mitigation to enhance giant garter snake habitat at off-site location would also be provided. There would be increased Swainson's hawk foraging habitat at the site under this Alternative. Other habitat and species impacts would be comparable under this Alternative, but would occur to a lesser degree (e.g., wetland impacts). Overall, this Alternative would result in less biological resources impacts. However, because less of the site would be developed, less off-site mitigation would need to be purchased and enhanced for the benefit of species affected. The establishment of off-site preserves designed for the benefit of species is intended to fully offset the impacts of project development. Under this Alternative, the need for off-site mitigation would be less. Because the mitigation is designed to offset the impacts, impacts under this Alternative would be similar to the proposed project. (DEIR, p. 8-14.)

Because this Alternative would result in development of the majority of the project site and ground-disturbing activities would occur across the site, impacts to unknown archaeological resources would be potentially significant with this Alternative similar to those of the project. However, with implementation of mitigation recommended for the project, this impact would be reduced to a less-than-significant level. This Alternative would not reduce or avoid any significant cultural resource impact of the project, so overall cultural resource impacts would be similar to the project. (DEIR, p. 8-14.)

#### Significant and Unavoidable Impact That Would No Longer Occur

While this Alternative would substantially reduce impacts related to transportation and circulation, air quality, noise, conversion of prime farmland and open space and visual character, all of these impacts would remain significant and unavoidable.

#### Feasibility/Relationship of Alternative to Project Objectives

As stated above, the concept of "feasibility" encompasses the question of whether a particular alternative or mitigation measure promotes existing City policies, as well as the underlying goals and objectives of a project. (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417; *Sequoia Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 715.) "[F]easibility" under CEQA also encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors." (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417; *Sequoia Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 715.)

This Alternative would constrain development at the project site to a development level that may be financially infeasible to implement. Development of this Alternative would be approximately 80% of proposed project levels (20% reduction in proposed development at the site). Therefore, this Alternative would result in the development of 2,995 residential units and approximately 25 acres of commercial development. The remainder of the site would be undeveloped. This Alternative would shift the same total cost of backbone infrastructure improvements to fewer units, thereby increasing the cost burden to each individual unit. In addition, under this Alternative, fewer units would be paying the Public Facilities Fee, thereby decreasing the total amount of fee revenue collected by the City of Sacramento. ("Greenbriar Environmental Impact Report Alternatives Analysis", prepared by EPS, page 2.)

As discussed in the memorandum prepared by EPS, projects with cost burdens above 15 percent are more sensitive to development-cost increases and face the risk of becoming infeasible in the face of cost increases. The Reduced Size Alternative increases the cost burden as compared to the Project: Under the project the cost burdens as a percentage of estimated respective home sales prices are estimated at 15.5% for LDR, 18.5% for MDR, and 13.8% for HDR. The Reduced Size Alternative pushes the limits of feasibility, as its cost-burden ratios approach 20%: the cost burdens as a percentage of estimate respective home sales prices are estimated at 16.4% for LDR, 19.5% for MDR, and 14.6% for HDR. ("Greenbriar Environmental Impact Report Alternatives Analysis", prepared by EPS, page 3.) Also, as compared to the Project, the Reduced Size Alternative will contribute less toward funding of public facilities such as parks (including the North Natomas Regional Park), library facilities, fire facilities, police facilities, mainline freeway facilities, community center facilities, and bikeways and shuttles in North Natomas. Specifically, the Project would contribute approximately \$10,731,523 for public facilities, while the Reduced Size Alternative would contribute approximately \$8,585,218. ("Greenbriar Environmental Impact Report Alternatives Analysis", prepared by EPS, page 5.)

Further, to reduce potential impacts to agricultural resources, sensitive biological species and habitats, and to minimize the development area that falls within the Sacramento International Airport's safety zone, development of this Alternative would need to be concentrated in the eastern portion of the project site. However, mobile source air emissions and noise impacts from I-5 and SR 70/99 result in the need to locate sensitive receptors including the elementary school at a greater distance from these sources. Therefore, this Alternative would need to be designed in such a way as to provide a buffer on the eastern and southern boundaries of the site. In general, this Alternative would consist of a development project that would concentrate land uses in the north central portion of the site. An approximate 200–400 foot-wide buffer/open space/fallow land area would be provided on the western, eastern, and southern boundaries of the project site.

The Reduced Size Alternative would meet most of the project's objectives related to creation of a pedestrian-friendly development; development of a project that is generally consistent with SACOG's Blueprint development plan, development of a residential development near the major employment centers of downtown Sacramento and Metro Air Park; provision vertically and horizontally mixed neighborhoods; incorporation of parks and open space in a manner that provides connectivity; and creating a residential development with a variety of housing types. However, because of its reduced size and reduced

population densities, the Reduced Size Alternative may not provide a sufficient population base to support the construction of a light rail station on the project site and it would not provide as great a benefit toward meeting the City's long-term housing and employment demand projections.

### **Environmentally Superior Alternative**

In addition to the discussion and comparison of impacts of the alternatives to the proposed project, CEQA requires that an "environmentally superior" alternative among the alternatives considered be selected and the reasons for such selection disclosed. In general, the environmentally superior alternative is the alternative that would generate the fewest or least severe adverse impacts. In the case of the project, the no project alternative is the environmentally superior alternative because it would not create any new site-specific adverse environmental impacts. However, CEQA requires the identification of another environmentally superior alternative when the "no project" alternative is identified as environmentally superior (State CEQA Guidelines Section 15126[e][2]).

The Reduced Size Alternative would be environmentally superior to the project because it would substantially reduce the project's traffic, air, noise, farmland, and biological resources impacts. Further, it would meet most project objectives including supporting light rail and creating a development consistent with SACOG's Blueprint.

The Off-Site Alternative within the existing boundaries of the NNCP would be environmentally superior to the project and to the Reduced Size Alternative. This Alternative is the overall superior alternative because it would avoid the project's significant aircraft safety hazard impact associated with compatibility with CLUP standards and it would substantially reduce traffic, farmland, biological, air quality, and noise impacts. Further, it would meet most if not all project objectives. However, a site within the NNCP is not currently owned by the project applicant and all land in the NNCP area is currently proposed for development. Therefore, the Off-Site Alternative considered in this analysis is infeasible. Further, this Alternative would not meet the key project objective of providing a development along the DNA line.

The Dispersed Development Alternative would not be environmentally superior to the project. While this Alternative would avoid the project's significant aircraft safety hazard impacts associated with compatibility with CLUP standard and it would substantially reduce traffic, farmland, biological, air quality, and noise impacts, depending on localized conditions could result in greater transportation impacts compared to the project. Further, multiple sites within the City limits or SOI are not owned by the project applicant and most land with the City is currently proposed for development. Therefore, this theoretical Alternative is infeasible. Further, development of an alternative in a dispersed nature would not achieve the key project objectives related to providing residential development that would support development of a light rail station along the DNA line. (DEIR, pp. 8-18 to 8-19.)

### **F. Statement of Overriding Considerations:**

Pursuant to Guidelines section 15092, the City Council finds that in approving the Project it has eliminated or substantially lessened all significant and potentially significant effects of

the Project on the environment where feasible. The City Council further finds that it has balanced the economic, legal, social, technological, and other benefits of the Project against the remaining unavoidable environmental risks in determining whether to approve the Project and has determined that those benefits outweigh the unavoidable environmental risks and that those risks are acceptable. The City Council makes this statement of overriding considerations in accordance with section 15093 of the Guidelines in support of approval of the Project.

### **The Project Will Support Development of the Planned DNA Line.**

The Project objectives for Greenbriar include creating a transit-oriented development along the planned Downtown-Natomas-Airport (DNA) light rail line. The Project includes densities of residential development that would support the feasibility of this light rail line. (See letters from RT to City in support of Project dated November 1, 2005; September 5, 2006; and July 11, 2007 included in Appendix B of FEIR; see also August 3, 2005 testimony of Beverly Scott before Sacramento LAFCo.)

The Sacramento Regional Transit District (RT) has identified the DNA light rail line on its 20-year project map, and the DNA line is included in SACOG's Metropolitan Transportation Plan. In a letter submitted to the City on July 11, 2007, RT confirmed its continuing plans to extend light rail from downtown to the Sacramento International Airport.

RT is in the process of preparing a project-level EIR for the first phase of the DNA project that will evaluate the impacts of implementation of this portion of the DNA light rail line project. Construction of the DNA would occur in 3 segments (minimum operable segments [MOS]): MOS 1 would start at 7th Street and end at Richards Boulevard; MOS 2 would continue from Richards Boulevard to the Natomas Town Center; and MOS 3 would continue from the Natomas Town Center, cross the Greenbriar site and continue to the Sacramento International Airport. RT estimates that MOS 1 would be fully operable by 2014 with the remainder of DNA line operable by 2027. (See FEIR, Appendix B.)

The Alternatives Analysis/Draft EIR/EIS was initiated in 2001 and will be completed within the next month. This will lead to the Preliminary Engineering and Final EIR/EIS, scheduled to begin early next year. RT confirmed that it plans to continue earnestly on this track until the extension is constructed and that it supports the Greenbriar Project, which will focus appropriate transit-oriented development along the proposed DNA alignment. (See FEIR, Appendix B.)

RT is also pursuing a variety of funding sources to fund the construction of the DNA light rail line. RT has been involved in the lengthy Federal Transit Administration (FTA) New Starts funding process, which requires a showing that the light rail line will serve areas with densities that will support transit and generate ridership. The Greenbriar project will support this funding by focusing appropriate transit-oriented development along the DNA line. (See FEIR, Appendix B.)

By providing densities of residential development to support the line, the Project will help the City realize its goal of completing the DNA line which, in turn, will promote the use of transit by residents and employees within the downtown and Natomas areas, as well as

allow transit riders using RT's light rail system to connect from other areas within the City and County of Sacramento to the Natomas area, Sacramento International Airport, the Sacramento Amtrak Depot, and/or the downtown area with a travel option other than a single occupancy vehicle, with a resulting travel time savings by reducing and avoiding traffic congestion. Residents along the future DNA light rail corridor will benefit from a reduction in traffic congestion and increased transportation connectivity and mobility, and employees working in the downtown, South Natomas and North Natomas communities will be provided with an alternative transportation mode, thereby reducing freeway congestion and air pollution.

The DNA line would also reduce congestion from other non-Greenbriar sources on I-5 (primarily), SR 70/99, and I-80. According to the DNA Draft Alternatives Analysis Report (2003), the DNA line is expected to transport as many as 1,200 persons per hour during its peak hour of operation and will reduce weekday peak period auto travel to Downtown Sacramento by 4,700 daily trips. By comparison, traffic volumes on I-5 in 2025 will range upwards to around 19,000 peak hour trips (both directions). The large number of people traveling during peak hour in this corridor to access jobs in Downtown demonstrates the need to have a variety of transportation mode choices, including the DNA line, highway improvements and express bus services. Given that the DNA line will parallel I-5, it would likely reduce congestion on I-5, as well as reducing traffic on SR 70/99. A funding mechanism for a portion of the DNA line construction costs has been established by the City, including the collection of fees from development in the North Natomas Community Plan area and land dedications for the light rail alignment and stations. (See FEIR, pp. 4-20 to 4-22.) Please see also Responses to Comments 8-2, 29-47, 29-48, 29-61, S2-13 and Letter 26. (FEIR, pp. 4-208, 4-281, 4-494, 4-496 to 4-497, 6-11.)

### **The Project Provides High Density Residential Development Within ¼ Mile of a Proposed Light Rail Station.**

The Greenbriar project objectives include designing a project that promotes using various modes of transportation by locating high-density residential development within ¼ mile of a proposed light rail station.

The Project site is located along the proposed Downtown-Natomas-Airport (DNA) light rail extension. Medium and high density housing and retail land uses would be located in the center of the Project site along a new arterial, Meister Way. Easements will be provided for a new light rail station to be constructed along this new roadway arterial by Sacramento RT and RT intends to provide a new light rail stop along the proposed Meister Way, which is parallel to the proposed DNA light rail line alignment. (DEIR, pp. 3-11 to 3-12.)

By providing easy access to a light rail station, the Project promotes reduced vehicle miles traveled per household resulting in shortened commute times, reduced traffic congestion, lessened dependence on automobiles and reduced pollution from vehicle emissions.

### **The Project Will Dedicate Land for Purposes of Constructing a Light Rail Station.**

The Greenbriar Project objectives include providing development and land for construction of a light rail stop along the proposed DNA light rail line with densities that will support the feasibility of a light rail line. The Project includes dedication of a corridor that could

accommodate a future transit stop and light rail alignment located near the center of the Project site along the proposed Meister Way roadway. The light rail station would provide public transportation access to downtown Sacramento, Sacramento International Airport and Metro Air Park. (DEIR, pp. 3-11 to 3-12.)

The Project will allow the City to bring the DNA light rail line to fruition and provide the Project site with an easily accessible light rail station.

**The Project is Consistent with and Supportive of Sacramento Area Council of Government's (SACOG's) Blueprint Plan.**

The Sacramento Area Council of Governments' (SACOG) Blueprint Preferred Scenario designates that the Project site should be developed as high density, mixed residential and single family small lot land uses. The proposed Project would be consistent with the smart growth principles identified in the Blueprint by providing high density housing and a variety of housing types at varying price ranges; focusing on compact development to maximize use of existing land; offering a range of mixed land uses (residential, retail and office); using existing assets by infilling or intensifying the use of underutilized parcels in urbanized areas; incorporating public-use open space within the Project beyond the regulatory requirements; encouraging a distinctive, attractive community with high quality design; and providing transportation choices to encourage people to walk, ride bicycles, ride the bus, ride light rail, take the train, or car pool.

The Draft Greenbriar PUD Guidelines fully incorporate the "Smart Growth" Principles. Section 1.3 of the Draft PUD Guidelines addresses the SACOG Blueprint principles in detail. Consistent with Blueprint principles, the Greenbriar PUD would provide a varied network of both on- and off-street pedestrian pathways and trails, allowing for safe and convenient nonvehicular travel throughout and within the PUD. The street and trail system within the PUD would allow for varied opportunities for safe and convenient non-vehicular travel throughout the plan area. All arterial and collector streets would have striped Class II bike lanes. Nearly all sidewalks within the PUD's streets would be detached from the street edge and separated from the street by a landscape planter of varying width depending upon the street facility. These pedestrian-friendly streets would provide a safe, walkable route to everywhere in the PUD area under a dense canopy of shade trees.

All of the Blueprint's principles have been applied in the design of the proposed project. The project incorporates diverse housing types (i.e., low density, medium density, high density residential), development would be compact (i.e., maximized use of space by providing medium and high density residential land uses on more than half of the site), the area of public open space is greater than required by city regulations (project provides 48.4 acres versus City requirement of 48.2 acres), and mixed uses (i.e., residential and commercial land uses on one parcel) would be accommodated on the site. In addition, the project would provide a variety of transit opportunities including walking and bicycling, and by planning for a future light rail extension and station at the project site. Because the proposed Project would meet the smart growth objectives set forth in the Blueprint Preferred Scenario, the Project would be consistent with the Blueprint.

**The Project Will Provide Revenue to the City.**

The Project will provide revenue to the City from sales taxes generated by the commercial portions of the Project, as well as increased property tax revenues to fund public services and facilities. The creation of temporary construction jobs and permanent office and retail jobs will also financially benefit the City, as will the increase in sales taxes from the purchase of goods by Project residents within the community. The Project will also generate revenues to the City through payment of building fees and development impact fees.

#### Public Facilities Fee

The Project will be charged a Public Facilities Fee to fund public facilities required to serve the Project. In addition to constructing all backbone infrastructure facilities and a transit station to serve the proposed DNA Light Rail line, the Project will pay fees at building permit that will help fund parks (including the North Natomas Regional Park), library facilities, fire facilities, police facilities, mainline freeway facilities, community center facilities, and bikeways and shuttles. This provides a measure of public benefit because the fee funding aids the contribution of public facilities in North Natomas, which benefits both North Natomas residents and Greenbriar residents. The Project will contribute approximately \$10,731,523 for public facilities. ("Greenbriar Environmental Impact Report Alternatives Analysis", prepared by EPS, page 5.)

#### Permanent Jobs

Development of the Project would increase economic and employment activity in the Central Business District of Sacramento. The Project would include 27.5 net acres of retail and commercial space, which would directly increase employment opportunities.

#### Construction Jobs

The Project is also expected to create a number of secondary jobs, as implementation of the Project would require construction jobs for the development of the buildings and associated site improvements. Such jobs will provide income and work experience for City residents and other workers and their families.

The revenue generated as a result of the Project will benefit the City and other governmental agencies, and their residents and constituencies by providing needed revenue for provision of required services and amenities.

### **The Project Will Provide Diverse Housing Opportunities in Close Proximity to an Employment Base.**

The Project proposes development of approximately 3,473 residential units of various housing types, including high, medium and low density units. The Project also provides an age-restricted facility that provides housing for seniors and retirees to satisfy the requirements of the City's Inclusionary Housing Ordinance (Section 17.190 of the City of Sacramento Zoning Code.) These diverse housing types make the Project ideal for any type of household including couples, small families, single working professionals, seniors and other family groups. The proposed housing will be near the 27.5 net acres of

retail/restaurant space, including 155,000 square feet of large-format retail uses (including a 10,000 square foot garden center), 67,000 square feet of grocery uses, and 66,000 square feet of retail shops on the village and community commercial designated parcels, for a total of 288,000 square feet of commercial services. These commercial uses will provide residents with employment opportunities close to their homes.

In addition, the proposed Project site is located in relatively close proximity to the downtown urban core, which serves as a major employment center in the Sacramento region. The Project's location and the proposed DNA light rail extension and station adjacent to the Project site will provide a direct connection to the downtown core and will allow the Project's residents to easily access their work sites.

### **The Project Will Provide Neighborhood and Community Retail Near Residential Development to Shorten or Reduce the Number of Vehicle Trips.**

The Project proposes 27.5 net acres of retail/restaurant space, including 155,000 square feet of large-format retail uses (including a 10,000 square foot garden center), 67,000 square feet of grocery uses, and 66,000 square feet of retail shops on the village and community commercial designated parcels, for a total of 288,000 square feet of commercial space to serve the residents of the 3,473 dwelling units, as well as existing and future residents within the Natomas area. The retail and restaurant uses will allow residents to avoid having to drive to access common neighborhood-serving retail uses, such as coffee/sandwich shops, bars, hair salons, dry cleaning, small grocery stores, flower shops and office-type services.

The close proximity of the future light rail stop would encourage the use of alternative modes of transportation by Project residents and employees. Project residents utilizing alternative modes of transportation, such as light rail, will reduce the number of vehicle miles traveled per household even further. In turn, the Project will result in shortened commute times, reduced traffic congestion, lessened dependence on automobiles and reduced pollution from vehicle emissions. Not driving a vehicle one day a week prevents 55 pounds of pollution each year from being emitted into the air. Overall, residents will save on fuel, vehicle maintenance and parking costs by utilizing the easily accessible light rail line.

### **The Project Will Provide Parks and Open Spaces.**

The Project includes several park and open space features, including greenbelt areas along I-5, SR 70/99, and Elkhorn Boulevard, a 250-foot linear open space/buffer along Lone Tree Canal for the protection of giant garter snake habitat, bike and pedestrian trails located throughout the proposed community, and 48.4 net acres of parks. A 10-acre neighborhood park would be located adjacent to the proposed elementary school in the southeast portion of the site. A total of six smaller park sites (i.e., park sites ranging from 2 to 6 acres) would be located in the eastern half of the project site north and south of Meister Way. A 23-acre community park site would be located in the northeast quadrant of the project site.

The Project's park spaces will be designed and implemented to facilitate open space locations and linkages that create a vibrant, enjoyable community.

**The Project Realizes an Infill Development Opportunity.**

The Project site is located west of the North Natomas community and will locate 3,473 residential dwelling units and 27.5 net acres of restaurant/retail space in an infill opportunity area close to the downtown urban core. The project site is surrounded by development on three sides. Surrounding land uses include agricultural land uses to the north and south, new residential development in the North Natomas community to the east and south, and the recently approved Metro Air Park development project to the west. The Metro Air Park development consists of proposed commercial, hotel, and recreational (i.e., golf course) land uses. The North Natomas Community Plan (NNCP) area is located adjacent to the eastern boundary of the project site across SR 70/99. Future development in the North Natomas area includes residential and commercial land uses.

The Sacramento Area Council of Governments (SACOG) adopted the Sacramento Region Blueprint Transportation and Land Use Study Preferred Blueprint Scenario (Blueprint) in December 2004. The Blueprint's preferred land use scenario identifies the Greenbriar site for high density mixed residential and single family small lot land uses. Existing North Natomas development to the east across SR 70/99 is designated for single-family large lot and single-family small lot, and the area south of I-5 for single-family large lot, single-family small lot, public, and medium-density mixed-use center or corridor land uses. Undeveloped areas to the north are designated for medium-density and high-density mixed residential land uses with the area to the west designated for industrial land uses.

The City of Sacramento has discretion to determine how it would implement the Blueprint's smart growth principles in its long-term planning. For areas considered as Urban Reserve (i.e., areas designated for future urban growth beyond a 20-year planning horizon), the City determined that future growth within the Natomas Area in accordance with SACOG's Blueprint smart growth principals could result in the development of up to approximately 44,400 housing units, approximately 4 million square feet of commercial space, and 14,600 jobs.

All of the Blueprint's principles have been applied in the design of the proposed Greenbriar project. The project incorporates diverse housing types (i.e., low density, medium density, high density residential), development would be compact (i.e., maximize used space by providing medium and high density residential land uses on more than half of the site), the area of public open space is greater than required by city regulations (project provides 48.4 acres versus City requirement of 48.2 acres), and mixed uses (i.e., residential and commercial land uses on one parcel) would be accommodated on the site. In addition, the project would provide a variety of transit opportunities including walking and bicycling, and by planning for a future Downtown-Natomas-Airport light rail extension and station at the project site. Following smart growth principles, the Project shortens future commute times, reduces traffic congestion, lessens dependence on automobiles and provides for housing choices that more closely align with the needs of an aging population. (Letter dated August 27, 2007, from City of Sacramento to Sacramento LAFCo.)

**The Project will Provide All Necessary On-site Infrastructure and Contribute Fair Share Funding to Upgrade the City's Infrastructure System.**

Installation of necessary on-site infrastructure would be constructed by the Project applicant and/or the applicant would contribute its fair share of the funding for this infrastructure, resulting in the necessary revenue for the City to fund such improvements. In addition, the Project applicant will have to pay building and development impact fees that will help fund the costs for off-site infrastructure needed to serve the Project.

The North Natomas Financing Plan under funds identified infrastructure needs by about \$70 million. This deficiency is the result of construction costs and standards escalating faster than the adjustment of fees. These deficiencies include library, fire, police, transit and roadway facilities.

The North Natomas Financing Plan funded the land acquisition for the North Natomas Regional Park; however, identified deficiencies are the payment of Habitat Conservation Plan Fees and capital improvements for the Regional Park. Greenbriar will contribute approximately \$3.35 million to help fund this amount.

The Greenbriar project would include phased expansion and extension of public utility infrastructure from adjacent areas (e.g., NNCP area) to the project site. Infrastructure plans would specify the size and locations of pipelines necessary to convey potable water, wastewater (including pump and lift stations if necessary), and storm water drainage to and from the project site. In addition, locations for placing electrical infrastructure and natural gas lines would also be identified on the plans.

The main water supply for the project site would be a 30-inch transmission line that would be extended from South Bayou Road (south of the project site) under I-5 (via a jack and bore construction method) to Elkhorn Boulevard. Additional reliability and redundancy in the water distribution system would be provided through a 24-inch transmission line that would be constructed from Natomas Boulevard and Elkhorn Boulevard (east of the project site) to the intersection of Lone Tree Road and Elkhorn Boulevard where it would connect to on-site distribution facilities. The proposed water distribution system would consist of a grid of 8-inch and 12-inch distribution mains throughout areas designated for residential land uses. An 18-inch transmission main would run under Meister Way from the western edge of the project site to the east; it would then run north between two parcels designated for high density residential land uses (near the eastern boundary), east along the boundary of the site, and would terminate at a 24-inch transmission main located in Elkhorn Boulevard. Three groundwater wells would be constructed on-site; one to periodically maintain flow in Lone Tree Canal; and two to maintain (if needed) flows within the on-site lake detention basin.

The project also includes the construction of a gravity flow and force main wastewater collection system. Approximately one-quarter of the site would be served by a gravity flow system that would connect to the existing 33-inch North Natomas interceptor located at the terminus of Greg Thatch Circle (immediately east of the project site). The remaining portions of the project site would be served by gravity flow to a centrally located lift station. Flows from the lift station would be conveyed by a 16-inch sewer force main that would ultimately connect to the 33-inch North Natomas Interceptor along the northwestern boundary of the property.

Greenbriar will contribute to the North Natomas Financing Plan to help fund several categories of infrastructure and public facilities. The project will provide \$3.35 million for the planned Regional Park. In addition, the project will provide \$1.78 million for library facilities, a \$1.52 million contribution for the construction of fire facilities, and \$2.4 million for police facilities, which includes a \$1.5 million 880-MegaHerz radio transmission tower.

The Project also includes dedication of a corridor that could accommodate a future transit stop and light rail alignment for the Downtown-Natomas-Airport (DNA) light rail extension located near the center of the Project site along the proposed Meister Way roadway. The light rail station would provide public transportation access to downtown Sacramento, Sacramento International Airport and Metro Air Park. The transit station is currently estimated at \$2.4 million. RT will also be provided with the right-of-way over the Project site at no cost.

Finally, the Greenbriar project will provide \$1.65 million for the improvements to the Elkhorn interchange. (Letter dated August 27, 2007, from City of Sacramento to Sacramento LAFCo.)

### **The Project is Consistent with and Promotes the City's Adopted Planning and Land Use Goals.**

The City is currently updating the General Plan and the City Council has adopted a vision for the future of the City, as well as several guiding principles to help guide the update and achieve this vision. The Project meets the City's guiding principles and existing General Plan goals, policies and objectives, which include the following:

#### General Plan Update Vision

Promote the reuse and revitalization of existing developed areas, with special emphasis on commercial and industrial district.

Promote economic vitality and diversification of the local economy.

#### *General Plan Goals and Policies*

. . . provide continued support of private and public efforts that promote the Central City's role as the region's commercial office, employment, and cultural center. . . (Sec. 1-33)

Promote the re-use and revitalization of existing developed areas, with special emphasis on commercial and industrial districts. (Sec. 4-1)

Encourage mixed use developments to generate greater pedestrian activity. (Sec 5-22)

**EXHIBIT B – MITIGATION MONITORING PLAN**

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**

Management Monitoring and Reporting Program

Greenbriar Development Project



Prepared For.

City of Sacramento  
Environmental Planning Services  
2101 Arena Boulevard, Second Floor  
Sacramento, CA 95834

Contact:  
Tom Buford  
(916) 808-3968

Sacramento Local Agency Formation Commission  
1112 I Street, Suite 100  
Sacramento, CA 95814

Contact:  
Peter Brundage  
(916) 874-6458

Prepared by:

EDAW  
2022 J Street  
Sacramento, CA 95814

Contact:  
Amanda Olekszulin  
Project Manager  
916/414-5800

September 6, 2007

**EDAW**

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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.

This MMRP will be adopted by the Sacramento City Council and Sacramento County Local Agency Formation Commission (LAFCo) when they approve their respective elements of the project.

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
<b>6.1 Transportation and Circulation</b>				
<b>6.1-1a: Develop a Financial Plan (City of Sacramento and LAFCo)</b> 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 Metto 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.	Prepare Greenbriar Finance Plan	Project applicant, City of Sacramento	Concurrent with project approval	City of Sacramento Development Services Department, Sacramento LAFCo
<b>6.1-1b: Meister Way Overpass (City of Sacramento)</b> The project applicant in coordination with the City shall ensure that the Meister Way overpass is constructed and in operation on or before 6.5% 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.	Ensure construction and operation of Meister Way overpass	Project applicant and City of Sacramento	On or before 6.5% buildout of project based on total project trip generation	City of Sacramento Development Services Department
<b>6.1-1c: Elverta Road and SR 70/99 (City of Sacramento, California, County)</b> Before issuance of the first occupancy permit, the project applicant shall resurface 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.	Re-stripe westbound Elverta Road approach to provide two turn lanes and a shared through-right lane	Project applicant	Prior to issuance of first occupancy permit	City of Sacramento Development Services Department

**Table 1  
Mitigation Monitoring and Reporting Table**

<b>Summary of Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>
<b>6.1-1d: Elkhorn Boulevard and Lone Tree Road (City of Sacramento and County)</b> 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.	Construct traffic signal at Elkhorn Boulevard and Lone Tree Road intersection	Project applicant	On or before 50% buildout of project based on total project trip generation	City of Sacramento Development Services Department
<b>6.1-1e: SR 70/99 Northbound Ramps and Elkhorn Boulevard (City of Sacramento and Caltrans)</b> 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.	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	Project applicant and City of Sacramento	Finance Plan shall be prepared prior to project approval	City of Sacramento Development Services Department
<b>6.1-1f: Elkhorn Boulevard and E. Commerce Way (City of Sacramento)</b> 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.	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	Project applicant and City of Sacramento	Prior to project approval	City of Sacramento Development Services Department

**Table 1**  
**Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<b>6.1-1g: Elkhorn Boulevard and Project Street 1 (City of Sacramento)</b> 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.	Construct traffic signal at Elkhorn Boulevard and Project Street 1 intersection	Project applicant	Prior to issuance of City of Sacramento first occupancy permit	City of Sacramento Development Services Department
<b>6.1-1h: Elkhorn Boulevard and Project Street 2 (City of Sacramento)</b> On or before the issuance of the first occupancy permit, the project applicant shall install a traffic signal at the Elkhorn Boulevard/Project Street 2 intersection.	Construct traffic signal at Elkhorn Boulevard and Project Street 2 intersection	Project applicant	Prior to issuance of City of Sacramento first occupancy permit	City of Sacramento Development Services Department
<b>6.1-1i: Elkhorn Boulevard and Project Street 3 (City of Sacramento)</b> 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 City of Sacramento first occupancy permit	City of Sacramento Development Services Department
<b>6.1-2a: Meister Way Overpass (City of Sacramento)</b> The project applicant shall implement Mitigation Measure 6.1-1h above (i.e., construct Meister Way overpass).	See 6.1-1h above	See 6.1-1h above	See 6.1-1h above	See 6.1-1h above
<b>6.1-2b: Elkhorn Boulevard west of SR 70/99 Interchange (City of Sacramento and County)</b> 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
<b>6.1-2c: Meister Way west of SR 70/99 (City of Sacramento)</b> On or before 60% 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) 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 60% buildout of project based on total project trip generation	City of Sacramento Development Services Department

**Table 1**  
**Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<b>6.1-3a: Meister Way Overpass (City of Sacramento)</b> 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
<b>6.1-3b: SR 70/99 Northbound to Elkhorn Boulevard off-ramp (City of Sacramento)</b>				
a. The project applicant shall implement mitigation measure 6.1-1c, which would require the installation of a traffic signal at the SR 70/99 Northbound Ramps and Elkhorn Boulevard intersection.	a. see 6.1-1e	a. see 6.1-1e	a. see 6.1-1e	a. see 6.1-1e
b. 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 and Caltrans toward the widening the off-ramp from one lane to two lanes. The Draft Greenbriar Finance Plan identifies 100% of the funding needed to construct this improvement. This improvement is included in the Metro Air Park Financing Plan (MAPFP) and the North Natomas Public Facilities Finance Plan.	b. Prepare City-Council approved Finance Plan to ensure that the project applicant will pay their fair-share costs toward the widening the off-ramp from one lane to two lanes	b. Project applicant and City of Sacramento	b. Concurrent with project approval	b. City of Sacramento Development Services Dept
<b>6.1-3c: SR 70/99 Southbound to I-5 Southbound on-ramp (City of Sacramento and Caltrans)</b>				
a. Prior to issuance of any building permits, the City will establish a Traffic Congestion Relief Fund to fund over all congestion relief projects.	a. Establish a Traffic Congestion Relief Fund	a. City of Sacramento	a. Upon issuance of building permits	a. City of Sacramento Development Services Dept
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 \$1,15,904.	b. Pay fair-share to the City's Traffic Congestion Relief Fund	b. Project applicant	b. Upon issuance of building permits	b. City of Sacramento Development Services Dept

<b>Table 1 Mitigation Monitoring and Reporting Table</b>					
<b>Summary of Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	
<b>6.1-4a: Meister Way Overpass (City of Sacramento)</b> 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	
<b>6.1-4b: I-5 North of Del Paso Road (City of Sacramento and Caltrans)</b>					
a. The project applicant shall implement Mitigation Measure 6.1-3c.	a. See 6.1-3c above	a. See 6.1-3c above	a. See 6.1-3c above	a. See 6.1-3c above	
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 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.	b. Pay fair-share to the City's Traffic Congestion Relief Fund	b. Project applicant	b. Upon issuance of building permits	b. City of Sacramento Development Services Department	
<b>6.1-4c: I-5 north of I-5/I-80 Interchange between I-80 and Arena Boulevard Exit (City of Sacramento and Caltrans)</b>					
a. The project applicant shall implement Mitigation Measure 6.1-3c.	a. See 6.1-3c above	a. See 6.1-3c above	a. See 6.1-3c above	a. See 6.1-3c above	
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.	b. Pay fair-share to the City's Traffic Congestion Relief Fund	b. Project applicant	b. Upon issuance of building permits	b. City of Sacramento Development Services Department	

<b>Table 1 Mitigation Monitoring and Reporting Table</b>				
<b>Summary of Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>
<b>Mitigation Measure 6.1-4d:</b> This mitigation was removed in the Second Recirculated DIER.				
<b>6.1-4e: SR 70/99 between Elkhorn Boulevard and I-5/SR 70/99 Interchange (City of Sacramento)</b>				
a. The project applicant shall implement Mitigation Measure 6.1-3c.	a. See 6.1-3c above	a. See 6.1-3c above	a. See 6.1-3c above	a. See 6.1-3c above
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.	b. Pay fair-share to the City's Traffic Congestion Relief Fund	b. Project applicant	b. Upon issuance of building permits	b. City of Sacramento Development Services Department
<b>6.1-5a: Elkhorn Boulevard and Lone Tree Road (City of Sacramento and County)</b>				
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.	Coordinate with Sacramento County to acquire additional 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	Project applicant and City of Sacramento	Prior to project buildout	City of Sacramento Development Services Department
<b>6.1-5b: SR 70/99 Southbound Ramps and Elkhorn Boulevard (City of Sacramento and Caltrans)</b>				
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	Prepare City-Council approved Finance Plan to ensure that the project applicant will pay their fair-share costs toward the resurfacing of the SR 70/99 southbound off-ramp	Project applicant and City of Sacramento	Prior to project approval	City of Sacramento Development Services Department

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City of Sacramento and Sacramento LAFCO

**Table 1**  
**Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
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.	turn lane, a shared left turn-right turn lane, and two right-turn lanes	Project 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-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.	Prior to project approval	City of Sacramento Development Services Department
<b>6.1-5c: SR 70/99 Northbound Ramps and Elkhorn Boulevard (City of Sacramento and Caltrans)</b>  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.	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.	Project City-Council approved Finance Plan to 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 (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.	Prior to project approval	City of Sacramento Development Services Department
<b>6.1-5d: Metro Air Parkway and I-5 Northbound Ramps (City of Sacramento and Caltrans)</b>  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.	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.	Project City-Council approved Finance Plan to 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 (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.	Prior to project approval	City of Sacramento Development Services Department
<b>6.1-5e: Meister Way and Metro Air Parkway (City of Sacramento)</b>  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	Coordinating with Sacramento County to acquire additional right-of-way to allow adding a left-turn lane and	Project applicant and City of Sacramento	Prior to project buildout	City of Sacramento Development Services Department

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 Mitigation Monitoring and Reporting Program

**Table 1**  
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Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
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.	resstriping the westbound Meister Way approach to provide two left-turn lanes and a shared, through right-turn lane	Project applicant County, to acquire additional right-of-way to allow adding a left-turn lane for the eastbound and westbound Meister Way approaches.	Prior to project buildup	City of Sacramento Development Services Department
<b>6.1-5f: Meister Way and Lone Tree Road (City of Sacramento)</b> 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.	Coordinate with Sacramento County, to acquire additional right-of-way to allow adding a left-turn lane for the eastbound and westbound Meister Way and southbound Lone Tree Road approach	Project applicant and City of Sacramento	Prior to project buildup	City of Sacramento Development Services Department
<b>6.1-5g: Meister Way and E. Commerce Way (City of Sacramento)</b> On or before 65% buildout of the project based on the project's total trips, the project applicant shall revise the improvement plan to provide a left-turn lane for the northbound East Commerce Way approach, an additional lane for the eastbound Meister Way approach, and restripe the eastbound 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).	Revise the improvement plan to provide a left-turn lane for the northbound East Commerce Way approach, an additional lane for the eastbound Meister Way approach, and restripe the eastbound Meister Way approach to provide a left-turn lane and a right-turn lane	Project applicant site	Prior to 65% buildout of project site	City of Sacramento Development Services Department
<b>6.1-5h: Elkhorn Boulevard and Project Street 1 (City of Sacramento)</b> 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	Not applicable	Not applicable	Not applicable	Not applicable

<b>Table 1 Mitigation Monitoring and Reporting Table</b>					
Summary of Measure	Action	Implementing Party	Timing	Monitoring Party	
for this roadway.					
<b>6.1-5i: Elkhorn Boulevard and Project Street 2 (City of Sacramento)</b> 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.	Not applicable	Not applicable	Not applicable	Not applicable	
<b>6.1-5j: Elkhorn Boulevard and Project Street 3 (City of Sacramento)</b> 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).	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	Project applicant and City of Sacramento	Prior to project buildout	City of Sacramento Development Services Department	
<b>6.1-6a: Elkhorn Boulevard west of SR 70/99 Interchange (City of Sacramento)</b> Widening Elkhorn Boulevard to eight lanes (4 in each direction) would reduce this impact to a less-than-significant level. The City includes 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.	Establish a funding mechanism to fully fund necessary traffic mitigation to 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.	Project applicant and City of Sacramento	Prior to project approval	City of Sacramento Development Services Department	

**Table 1**  
**Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<b>70/99 Interchange</b> (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.				
<b>6.1-6b: Meister Way west of SR 70/99(City of Sacramento)</b> The project applicant shall implement Mitigation measure 6.1-2c.	<i>Widen Meister Way west of SR 70/99 to provide two travel lanes in each direction from the first street intersection of SR 70/99 west to Lane Tree Road</i>	<i>Project applicant</i>	<i>Prior to 66% buildout of project site</i>	<i>City of Sacramento Development Services Department</i>
<b>6.1-7a: SR 70/99 Northbound to Elkhorn Boulevard off-ramp (City of Sacramento and Caltrans)</b> The project applicant shall coordinate with Caltrans to pay its fair share contribution to implement mitigation measure 6.1-5c, which requires resurfacing 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.	<i>Prepare City-Council approved Finance Plan to ensure that the project applicant will pay their fair-share costs toward the resurfacing of the SR 70/99 northbound off-ramp approach to provide two left-turn lanes, a shared left turn-right turn lane, and a right-turn lane</i>	<i>Project applicant and City of Sacramento</i>	<i>Prior to project approval</i>	<i>City of Sacramento Development Services Department</i>
<b>6.1-7b: I-5 Northbound to SR 70/99 Northbound off-ramp (City of Sacramento and Caltrans)</b>	a. The project applicant shall implement Mitigation Measure 6.1-3c. 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	a. See 6.1-3c above b. Pay fair-share to the City's Traffic Congestion Relief Fund	a. See 6.1-3c above b. Upon issuance of building permits	a. See 6.1-3c above b. City of Sacramento Development Services Department

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<b>Table 1 Mitigation Monitoring and Reporting Table</b>				
<b>Summary of Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>
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.				
<b>6.1-7c: I-5 Northbound to Metro Air Parkway off-ramp (City of Sacramento and Caltrans)</b>	<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>Project applicant</p>	<p>Prior to project buildup</p> <p>h. 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>
<b>6.1-7d: Metro Air Parkway to I-5 Southbound loop on-ramp (City of Sacramento and Caltrans)</b>	<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 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 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>

**Table 1**  
**Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<b>6.1-8a: I-5 east of Powerline Road to the MAP Interchange (City of Sacramento and Caltrans)</b>				
a. The project applicant shall implement Mitigation Measure 6.1-3c.	a. See 6.1-3c above	a. See 6.1-3c above	a. See 6.1-3c above	a. See 6.1-3c above
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.	b. Pay fair-share to the City's Traffic Congestion Relief Fund	b. Project applicant	b. Upon issuance of building permits	b. City of Sacramento Development Services Department
<b>6.1-8b: I-5 north of Del Paso Road (City of Sacramento and Caltrans)</b>				
a. The project applicant shall implement Mitigation Measure 6.1-3c.	a. See 6.1-3c above	a. See 6.1-3c above	a. See 6.1-3c above	a. See 6.1-3c above
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.	b. Pay fair-share to the City's Traffic Congestion Relief Fund	b. Project applicant	b. Upon issuance of building permits	b. City of Sacramento Development Services Department

**Table 1**  
**Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<b>6.1-8: I-5 north of I-5/I-80 Interchange between I-80 and Arena Boulevard Exit City of Sacramento and Caltrans</b>	<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. City of Sacramento Development Services Department</p>
<b>6.1-9: Bicycle and Pedestrian Facilities (City of Sacramento)</b>	<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 offstreet bikeways that would connect residents and employees to the NNCP area and other Class 1 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>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>

**Table 1**  
**Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<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 Development Engineering Division.</p> <p>e. Bicycle parking shall conform to City standards and shall be located in high visibility areas to encourage bicycle travel. Class I (i.e., bicycle lockers) and Class II (i.e., racks) bicycle facilities shall be provided throughout the commercial areas of the project, at a ratio of 1 bicycle storage space for every 20 off-street vehicle parking spaces required. Fifty percent of the storage spaces shall be Class I facilities and the remaining 50% shall be Class II facilities.</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>				
<b>6.1-10: (City of Sacramento)</b>	<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,</p>	<p>a-c. Project applicant</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. 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>	

**Table 1**  
**Mitigation Monitoring and Reporting Table**

<b>Summary of Measure</b>	<b>Mitigation Monitoring and Reporting Table</b>	
	<b>Action</b> <b>Implementing Party</b> <b>Timing</b> <b>Monitoring Party</b>	
<p>Placer County Transit, San Joaquin Transit, Fairfield/Suisun Transit, Amador Transit, Roseville Transit, ETTRAN (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., RTT).</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"> <li>▲ the number of truck trips, time and day of street closures.</li> <li>▲ time of day of arrival and departure of trucks.</li> <li>▲ 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.</li> <li>▲ provision of a truck circulation pattern.</li> <li>▲ 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).</li> <li>▲ maintain safe and efficient access routes for emergency vehicles.</li> <li>▲ manual traffic control when necessary.</li> <li>▲ proper advance warning and posted signage concerning street closures, and</li> <li>▲ provisions for pedestrian safety.</li> </ul> <p>b. A copy of the construction traffic management plan shall be submitted to local emergency response agencies and these agencies shall be notified at least 14 days before the commencement of construction that would partially or fully obstruct local roadways.</p>	<p>a. <i>Prior to issuance of any grading permits</i></p> <p>a. Project applicant</p> <p>a. <i>Prior to issuance of any grading permits</i></p> <p>a. City of Sacramento Development Services Department</p> <p>b. <i>14 days prior to the commencement of construction</i></p> <p>b. Project applicant</p> <p>b. City of Sacramento Development Services Department</p>
	<p>Greenbriar Development Project City of Sacramento and Sacramento LAFCo</p> <p>EDAW Mitigation Monitoring and Reporting Program</p>	

<b>Table 1</b> <b>Mitigation Monitoring and Reporting Table</b>					
<b>Summary of Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	
<b>6.1-12: (City of Sacramento)</b> 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.	Submit a detailed parking plan for each proposed land use	Project applicant	Prior to approval of development entitlements	City of Sacramento Development Engineering and Finance Division	
<b>6.1-13: (City of Sacramento)</b> a. Prior to 40% buildout of the project site based on total project trips, an 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.  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.  c. Final design and siting of these improvements shall be subject to the approval of the City Development Engineering Division, Development Services Department.	<p>a. Provide an exclusive left turn lane and a shared through-right turn lane for the project side streets with stop control at the three four-legged project intersections along Meister Way.</p> <p>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.</p> <p>c. Submit final design and siting plans</p>	<p>a, b, c. Project applicant</p> <p>a, b, c. Prior to 40% buildout of project site</p>		a, b, c. City Development Engineering and Finance Division a, b, c. City Development Engineering and Finance Division	

**Table 1**  
**Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<b>6.1-14: Traffic Calming Measures (City of Sacramento)</b> 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.	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.	Project applicant	Prior to approval of final map	City of Sacramento Development Services Department
<b>6.1-15: Emergency Access (City of Sacramento)</b> 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).  b. The project applicant shall implement mitigation measure 6.1-12 (Construction Traffic Management Plan).	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.  b. See 6.1-12	Project applicant	Prior to approval of final map	City of Sacramento Development Services Department
<b>6.2 Air Quality</b>			b. See 6.1-12	b. See 6.1-12
<b>6.2-1: (City of Sacramento and LAFCo)</b> In accordance with the recommendations of the SMAQMD, the project applicant shall implement the following measures to reduce temporary construction emissions.	a. (i) Provide a plan for 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-	(ii) Project applicant and SMAQMD	(ii) Prior to issuance of any grading permits	City of Sacramento Development Services Department, Sacramento LAFCo, and SMAQMD

**Table 1**  
**Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
project, including owned, leased, and subcontractor vehicles, will achieve a project-wide fleet-average 20% NO <sub>x</sub> reduction and 4.5% 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.	average 20% NO <sub>x</sub> reduction and 4.5% 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.	(a)(ii) Project applicant	(a)(ii) Prior to issuance of grading permits	(a)(i) City of Sacramento Development Services Department, LAFCo, and SMAQMD
ii. Before issuance of a grading permit, the project applicant shall submit to the lead agency and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that will be used an aggregate of 40 or more hours during any portion of project construction. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction operations occur. At least 48 hours before heavy-duty off-road equipment is used, the project applicant shall provide the SMAQMD with the anticipated construction timeline including start date, and the name and phone number of the project manager and on-site foreman.	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.	(a)(ii) Project applicant	(a)(ii) Prior to issuance of any grading permits and during construction	(a)(ii) City of Sacramento Development Services Department, LAFCo, and SMAQMD
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 Ringelman 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	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 Ringelman 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	(a)(ii) Project applicant	(a)(ii) Prior to issuance of any grading permits and during construction	(a)(ii) City of Sacramento Development Services Department, LAFCo, and SMAQMD

**Table 1**  
**Mitigation Monitoring and Reporting Table**

<b>Summary of Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>
<p>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>b. As recommended by the SMAQMD, the project applicant shall reduce fugitive dust emissions by implementing the measures listed below during construction.</p> <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>iii. When materials are transported off-site (e.g., trees, plantings), all material shall be covered, effectively wended to limit visible dust emissions, or maintained with at least 2 feet of freeboard space from the top of the container.</li> <li>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.</li> <li>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.</li> <li>vi. Onsite vehicle speeds on unpaved roads shall be limited to 15 mph.</li> <li>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.</li> <li>viii. Sandbags or straw waddles shall be installed to prevent silt runoff to public roadways from adjacent project areas with a slope greater than 1%.</li> <li>ix. Excavation and grading activities shall be suspended when winds exceed 20 mph.</li> </ul>	<p><i>b. Implement measures to reduce fugitive dust emissions</i></p>	<p><i>b. Project applicant</i></p>	<p><i>b. During construction</i></p>	<p><i>b. City of Sacramento Development Services Department and Sacramento LAFCCo</i></p>

**Table 1**  
**Mitigation Monitoring and Reporting Table**

<b>Summary of Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>
x. The extent of areas simultaneously subject to excavation and grading shall be limited, wherever possible, to the minimum area feasible.				
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.	c. Pay \$2,587,955 into SMAQMD's off-site construction mitigation fund	c. Project applicant	c. Prior to issuance of grading permits	c. City of Sacramento Development Services Department, Sacramento L.A.F.C.o, and SMAQMD
c. The applicant shall pay \$2,587,955 into SMAQMD's off-site construction mitigation fund to further mitigate construction-generated emissions of NO <sub>x</sub> that exceed SMAQMD's daily emission threshold of 85 lb/day. The calculation of the fee listed here based on the current cost of \$14.30 to reduce a ton of NO <sub>x</sub> . However, the current cost of reducing NO <sub>x</sub> 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).	d. In addition to the measures identified above, construction operations are required to comply with all applicable SMAQMD rules and regulations.	d. Comply with all applicable SMAQMD rules and regulations.	d. During project construction	d. City of Sacramento Development Services Department and Sacramento L.A.F.C.o
<b>6.2.2: (City of Sacramento and L.A.F.C.o)</b>				
When a proposed project's operational emissions are estimated to exceed SMAQMD's threshold of significance of 65 lb/day for ROG or NO <sub>x</sub> , 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.				
a. The entire project shall be located within $\frac{1}{2}$ mile of a Class I or Class II bike lane				
b. The project shall provide for pedestrian improvements				

<b>Table 1 Mitigation Monitoring and Reporting Table</b>				
<b>Summary of Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>
<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><b>6.2.4: (City of Sacramento and LAFCo)</b></p> <p>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>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><i>a. Develop and implement a plan to reduce diesel emissions at loading dock facilities</i></p> <p><i>b. Locate commercial/convenience land uses as far away as feasibly possible from receptors</i></p>	<p><i>a. Project applicant</i></p> <p><i>a Prior to issuance of occupancy permits for facilities with loading docks</i></p> <p><i>b. Project applicant</i></p> <p><i>b. Prior to recordation of the first map</i></p>		<p><i>a. City of Sacramento Development Services Department and LAFCo</i></p> <p><i>b. City of Sacramento Development Services</i></p>

<b>Table 1</b> <b>Mitigation Monitoring and Reporting Table</b>					
<b>Summary of Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	
	<i>existing and proposed Sensitive receptors</i>				<i>Department and Sacramento L.AFCO</i>
Although above mitigation would reduce health-related risks associated with on-site mobile-source TACs, they would not reduce impacts to less-than-significant levels. Therefore, this would be a significant and unavoidable impact.					
<b>6.2.5: (City of Sacramento and L.AFCO)</b>					
The following mitigation measures shall be implemented:					
a. To the extent feasible, proposed commercial/convenience land uses that have the potential to emit objectionable odor emissions shall be located as far away as possible from existing and proposed receptors.	<i>a. Locate commercial convenience land uses with potential to emit objectionable emissions as far away from existing and proposed receptors</i>	<i>a. Project applicant</i>	<i>a. Prior to recording of the first map</i>	<i>a. City of Sacramento Development Services</i>	<i>Department and Sacramento L.AFCO</i>
b. When permitting the facility that would occupy the proposed commercial/convenience space, the City shall take into consideration its odor-producing potential.	<i>b. Consider odor-producing potential of commercial convenience space</i>	<i>b. City of Sacramento</i>	<i>b. Prior to approval of final map</i>	<i>b. City of Sacramento Development Services</i>	<i>Department and Sacramento L.AFCO</i>
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.	<i>c. Install odor control devices at commercial facilities with potential to emit odors</i>	<i>c. Facility operator</i>	<i>c. Prior to approval of business license for land uses with odor-emitting facilities</i>	<i>c. City of Sacramento Development Services</i>	<i>Department and Sacramento L.AFCO</i>
<b>6.3 Noise</b>					
<b>6.3.1: (City of Sacramento and L.AFCO)</b>					
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.	<i>Limit construction hours to the hours between 7 a.m. to 6 p.m. Monday through Saturday; and 9 a.m. to 6 p.m. on Sunday</i>	<i>c. Construction manager and project applicant</i>	<i>During project construction activities</i>	<i>City of Sacramento Development Services</i>	<i>City of Sacramento and Sacramento L.AFCO</i>

**Table 1**  
**Mitigation Monitoring and Reporting Table**

<b>Summary of Measure</b>	<b>Mitigation</b>	<b>Monitoring Party</b>
<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>
<p><b>6.3-2: (City of Sacramento and LAFCo)</b>  The project applicant shall implement the following measures to reduce the exposure of existing sensitive receptors to project-generated traffic noise levels.</p> <p>a. As individual facilities and elements of the proposed project are permitted by the City, the City shall evaluate each for compliance with the County's exterior noise standard and the substantial increase threshold [i.e., relative to existing levels attributed to existing year 2005 traffic volumes (Section 6.1, "Transportation and Circulation") for transportation noise sources at the existing residences in unincorporated Sacramento County located along Lone Tree Road south of Elkhorn Boulevard (house is 50 feet west of centerline of Lone Tree Road), Power Line Road between Elkhorn Boulevard and Del Paso Road (house is located 80 feet east of centerline of Power Line Road), and Elkhorn Boulevard between Power Line Road and Lone Tree Road (houses are located 175 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 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>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>	<i>Prior to issuance of each building permit</i> <i>City of Sacramento Development Services Department and Sacramento LAFCo</i>

Table 1 Mitigation Monitoring and Reporting Table					
Summary of Measure	Action	Implementing Party	Timing	Monitoring Party	
<b>6.3-4: (City of Sacramento and LAFCo)</b> 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 (Boillard Acoustical Consultants, Inc. 2006):					
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.	a. Construct a solid (e.g., earth, concrete, masonry, wood, and other materials) noise barrier in noise impact mitigation area A	a. Project applicant	a. Prior to issuance of occupancy permits for residences in area A	City of Sacramento Development Services Department and Sacramento LAFCo	
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.	b. Shift the drainage opening to the north by two lots in noise impact mitigation area B	b. Project applicant	b. Prior to approval of final map	City of Sacramento Development Services Department and Sacramento LAFCo	
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 with minimal gap at the ground).	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	c. Project applicant	c. Prior to issuance of occupancy permits for residences in area C	City of Sacramento Development Services Department and Sacramento LAFCo	
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.	d. Reorient side-on residences 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.	d. Project applicant	d. Prior to approval of final map (re-orientation of residences) and prior to issuance of occupancy permits (bridging of side yards and	City of Sacramento Development Services Department and Sacramento LAFCo	

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**Table 1**  
**Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
	<i>mitigate barriers for side yard privacy fences at end lots</i>	<i>e. Project applicant</i>	<i>solid noise barrier for residences in area D</i>	<i>e. City of Sacramento Development Services Department and Sacramento L.AFCo</i>
e. For noise impact/mitigation area E (see Exhibit 6.3-6), it would not be feasible to utilize the types of noise mitigation described above (e.g., walls between individual units) to achieve satisfaction with City noise standards due to the orientation and shape of the residences. As a result, a solid barrier (e.g., earth, concrete, masonry, wood, and other materials) consisting of a berm, a wall, or combination thereof, shall be constructed at the approximate location shown in Exhibit 6.3-6. The barrier shall be 10 feet in height relative to pad elevations of the residences behind the barrier.	<i>e. Construct a solid barrier (e.g., earth, concrete, masonry, wood, and other materials) consisting of a berm, a wall, or combination thereof in noise impact mitigation area E</i>	<i>e. Project applicant</i>	<i>e. Prior to issuance of occupancy permits for residences in area E</i>	<i>e. City of Sacramento Development Services Department and Sacramento L.AFCo</i>
f. For noise impact/mitigation area F (see Exhibit 6.3-6), a solid noise barrier of 8 feet in height shall be constructed to adequately shield Meister Way traffic noise. In addition, because no discrete outdoor activity areas are identified with the higher density residential developments on the north and south sides of Meister Way, near the eastern portion of the site, a solid barrier shall be constructed along both sides of Meister Way at these locations (see exhibit 6.3-6). Where Meister Way becomes elevated at the portion heading east over Highway 99, the barrier shall extend along the top of the cut (at the roadway elevation), to provide efficient shielding to the residences below.	<i>f. Construct a solid noise barrier in noise impact mitigation area F along Meister Way in noise impact mitigation area F</i>	<i>f. Project applicant</i>	<i>f. Prior to issuance of occupancy permits for residences in area F</i>	<i>f. City of Sacramento Development Services Department and Sacramento L.AFCo</i>
g. For noise impact/mitigation area H (see Exhibit 6.3-6), a solid noise barrier or berm/wall combination of 12 feet in height shall be constructed along Elkhorn Boulevard to adequately shield residences 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.	<i>g. Construct a solid noise barrier or berm/wall combination along Elkhorn Boulevard in noise impact mitigation area H</i>	<i>g. Project applicant</i>	<i>g. Prior to issuance of occupancy permits for residences in area H</i>	<i>g. City of Sacramento Development Services Department and Sacramento L.AFCo</i>

**Table 1**  
**Mitigation Monitoring and Reporting Table**

<b>Summary of Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>
<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. 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 dB(A) 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 Interstates, 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>h. Construct a solid noise barrier along Lone Tree Road in noise impact mitigation area I</p> <p>i. Conduct site-specific acoustical analyses for residences located within the 60 dB(A) Ldn contours (Exhibit 6.3-5 of EIR)</p>	<p>h. Project applicant</p> <p>i. Project applicant</p>	<p>h. Prior to issuance of occupancy permits for residences in area H</p> <p>i. Prior to issuance of building permits for residences in the 60 dB(A) Ldn contours (Exhibit 6.3-5 of EIR)</p>	<p>h. City of Sacramento Development Services Department and Sacramento LAFCo</p> <p>i. City of Sacramento Development Services Department and Sacramento LAFCo</p>
<p>6.3-5. (City of Sacramento and LAFCo)</p> <p>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</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 Department and Sacramento LAFCo</p>

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<b>Table 1</b> <b>Mitigation Monitoring and Reporting Table</b>				
<b>Summary of Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>
<p>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).</p> <p>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>				
<b>6.3.6: (City of Sacramento and LAFCo)</b>	<i>Ensure operation of heavy construction equipment is not operated within 60 feet of inhabited residences or within 15 feet of uninhabited structures</i>	<i>Construction manager and project applicant</i>	<i>During project construction activities</i>	<i>City of Sacramento Development Services Department and Sacramento LAFCo</i>
<b>6.4 Utilities</b>	<i>Fund the installation of a new pump</i>	<i>Project applicant</i>	<i>Prior to issuance of the first building permit</i>	<i>City of Sacramento Development Services Department and Reclamation District 1000</i>
<b>6.4.5: (City of Sacramento and LAFCo)</b>	The project applicant shall fully fund the installation of a new pump that would increase pumping capacity at the RJD 1000's plant #3 by 75 cubic feet per second.			
<b>6.5 Public Services</b>				
<b>6.5.1: (City of Sacramento and LAFCo)</b>				
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 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, as are in place.	a. 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 services would be in place before the issuance of the proposed project and enter into an agreement with SFD to ensure adequate services are in place	a. Prior to issuance of first occupancy permit	a. City of Sacramento Development Services Department and Sacramento LAFCo
b.	The project's Finance Plan shall identify necessary public facility improvements needed to serve the project, 100% of the costs	b. Pay into a fee program, as established by the applicant	b. Prior to issuance of first occupancy permit	b. City of Sacramento

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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.	<i>Greenbriar Finance Plan that identifies the funding necessary to construct needed public facilities (e.g., police, fire, water, wastewater, library, and schools)</i>	<i>occupancy permit Development Services Department and Sacramento LAFCo</i>		
<b>6.6 Parks and Open Space</b>				
6.6-2: (City of Sacramento and LAFCo) 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 NNIV 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. LAFCo Prior to annexation, the city shall implement mitigation measure 6.6-2.	<i>Coordinate with the City to identify appropriate lands to be set aside in permanent conservation easements and dedicate lands to the City, Conn., TNBC, or other appropriate open space agent for conservation</i>	<i>Project applicant and City of Sacramento</i>	<i>Prior to approval of final maps</i>	<i>City of Sacramento Development Services Department and Sacramento LAFCo</i>
<b>6.7 Aesthetics</b>				
6.7-4: (City of Sacramento and LAFCo) a. The project applicant shall install light fixtures that have light sources aimed downwards and install shielded lighting outside to prevent glare or reflection or any nuisance, inconvenience, and hazardous interference of any kind on adjoining streets or property.	<i>a. Install light fixtures that have light sources aimed downwards and install shielded lighting outside</i>	<i>a. Project applicant</i>	<i>a. Prior to issuance of occupancy permits</i>	<i>a. City of Sacramento Development Services Department and</i>

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 City of Sacramento and Sacramento LAFCo

**Table 1**  
**Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
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 to prevent light and glare from adversely affecting motorists and adjacent land uses. All proposed development plans shall be approved by the City.	b. Project applicant	b. Prior to issuance of building permits	Sacramento L.A.F.C.O b. City of Sacramento Development Services Department and Sacramento L.A.F.C.O
<b>6.8 Public Health and Hazards</b>				
<b>6.8.2: (City of Sacramento)</b>  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 UST's 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
<b>6.8.3: (City of Sacramento and LAFCo)</b>  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.  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.	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 L.A.F.C.O
<b>6.8.4: (City of Sacramento and LAFCo)</b>  a. To ensure that the final location and design of the lake/detention basin is consistent with the recommendations of the ALUC	a.b. Prepare a design and management plan for the	a.b. Project applicant	a.b. Prior to issuance of any	a.b. City of Sacramento

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<p>regarding wildlife hazards to aviation, the project applicant shall prepare a design and management plan for this proposed water feature. This plan shall be prepared in coordination with the Sacramento International Airport Operations Manager before commencement of construction. The plan shall determine an appropriate size for the lake/detention basin and incorporate specific design measures deemed sufficient by SCAS and the ALUC to minimize bird strikes and other wildlife-related aerospace safety hazards in the vicinity of the project area. The plan shall include information sufficient to satisfy requirements for preparation of a Wildlife Hazard Management Plan and shall be prepared by a qualified wildlife hazard damage biologist. The project applicant shall submit a detailed design drawing of the proposed lake/detention basin to SCAS for review.</p> <p>b. To reduce bird attractants associated with the lake/detention basin, the Wildlife Hazards Management Plan for the lake/detention basin and surrounding landscape shall include the following:</p> <ul style="list-style-type: none"> <li>i. To minimize growth of aquatic vegetation that attracts waterfowl, the lake shall be sufficiently deep to prevent growth of cattails and other aquatic plants. Lake edges shall be lined and maintained to prevent vegetation growth;</li> <li>ii. Concrete bulkheads approximately 1 to 2 feet high shall be constructed along the lake's perimeter. A detailed description of the design of the bank edge shall be submitted to SCAS for review;</li> <li>iii. Any vegetation planted in the vicinity of the lake shall consist of plant species that do not provide birds with opportunities for cover, nesting, perching, or feeding. A detailed design plan for landscaping surrounding the lake/detention basin shall be submitted to SCAS for review;</li> <li>iv. Barriers (e.g., walls, fences) shall be constructed a minimum of 48 inches high and be located between the lake and nearby grassy areas to dissuade geese or other waterfowl from walking to the lake.</li> <li>v. Signs shall be placed at regular intervals around the perimeter of the lake prohibiting the public from feeding birds. The project proponent shall maintain such signs in good order and replace</li> </ul>	<i>Lake/detention basin in coordination with the Sacramento International Airport Operations Manager</i>	<i>Grounding permits</i>	<i>Development Services Department and Sacramento LAFCo</i>	

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

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

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vi. aggressively haze wildlife to discourage use of the lake.				
f. If monitoring efforts reveal that additional control efforts are necessary, the Bird Control Program Manager may implement one or more control techniques outlined in the Adaptive Management Plan, or other techniques based on best available scientific and commercial information. Bird control techniques currently being used at airports, on agricultural lands, and in other areas where birds pose a hazard or nuisance shall be described in the Adaptive Management Plan. The Bird Control Program Manager shall have discretion of using any one or more of the techniques based on the need, practicability, and land use compatibility. These techniques may include, but are not limited to:				
i. Allowing grass to grow over 8 inches in height (currently being employed at some airports).				
g. In addition to these control techniques, the Adaptive Management Plan shall outline an education program for the Homeowner's Association to implement ensuring that the public is aware of the importance of eliminating bird attractants from the area around the lake. The public shall be prohibitive from feeding birds around the lake and engaging in any other activities within the boundaries of the development project which may attract wildlife hazards to aircraft operations. The public shall be made aware of the purpose and importance of various bird control measures being implemented by the Bird Control Program Manager.				
h. Prohibited Uses of Lake: all activities and uses of the lake/detention basin that may conflict with the wildlife control program shall be expressly prohibited.				
i. Post signs prohibiting swimming in the lake/detention basin.				
j. Review by Sacramento County Airport System: If the SCAS determines that conditions in the Greenbriar/ Arbor Landing Development are not consistent with the above listed Management Program, SCAS may take the following actions:				
i. notify the property owner that the wildlife control measures are out of compliance;				
ii. that the County Airport System may, at its option, initiate control measures at the site, with the costs of such measures billed to the owner; and				

<b>Table 1 Mitigation Monitoring and Reporting Table</b>				
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<p>iii. in the event of an immediate threat to aircraft safety, County Airport System personnel can take immediate action to remedy the air hazard emergency.</p> <p>k. To reduce attractants for Canada geese, American coots, or gulls associated with the lake/detention basin and surrounding landscape the Management Plan shall include the following:</p> <ul style="list-style-type: none"> <li>i. Signs shall be posted and identify that feeding birds is prohibited.</li> <li>ii. A 30-foot barrier strip of tall grass (6 inches or more) adjacent to the lakeshore, or a fence or other barrier (e.g., dense hedges) shall be constructed between the lakeshore and surrounding grasslands.</li> <li>iii. Any nest building activity associated with birds shall be removed including all nesting materials.</li> </ul> <p>1. To prevent the establishment of resident populations of Canada geese on the project site, the Bird Control Program Manager shall take the following, but not limited to, actions:</p> <ul style="list-style-type: none"> <li>i. Chase birds from site,</li> <li>ii. Use of noise generators (e.g., pyrotechnic devices, blank cartridges),</li> <li>iii. Use of visual devices (e.g., flags, scarecrows, water sprays),</li> <li>iv. Use of chase dogs,</li> <li>v. Live trapping or netting, and/or</li> <li>vi. Use of chemical repellants.</li> </ul>				
<b>6.8-6 (City of Sacramento)</b>	<p>a. To ensure that operation and design of the lake/detention basin is consistent with the recommendations of the MVCD regarding mosquito control, the project applicant shall prepare a Vector Control Plan. This plan shall be prepared in coordination with the MVCD and shall be submitted to the MVCD for approval before issuance of the grading permit for the lake/detention basin. The plan shall incorporate specific measures deemed sufficient by MVCD to minimize public health risks from mosquitoes. The plan shall include the following:</p> <ul style="list-style-type: none"> <li>i. Description of the project</li> </ul>	<p><i>a. Prepare a Vector Control Plan in coordination with the Mosquito Vector Control District</i></p>	<p><i>a. Prior to issuance of grading permit for the lake/detention basin</i></p>	<p><i>a. City of Sacramento Development Services Department and the Mosquito Vector Control District</i></p>

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<b>Summary of Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>
2. Description of lake/detention basin and all facilities that would control on-site water levels				
3. Goals of the plan				
4. Description of the water management elements and features that would be implemented:				
a. Best management practices that would implemented on-site				
b. Public education and awareness				
c. Sanitary methods used (e.g., disposal of garbage)				
d. Mosquito control methods used (e.g., fluctuating water levels, biological agents, pesticides, larvacides, circulating water)				
e. Stormwater management (consistent with Stormwater Management Plan)				
5. Long-term maintenance of the lake/detention basin and all related facilities (e.g., specific ongoing enforceable conditions or maintenance by a homeowner's association)				
b. To reduce the potential for mosquitoes to reproduce in the lake/detention basin, the project applicant shall coordinate with the MVCD to identify and implement BMPs based on their potential effectiveness for project site conditions. Potential BMPs that the applicant could implement include, but not limited to, the following:	<i>h. Identify and implement BMPs in coordination with the Mosquito Vector Control District</i>	<i>h. Project applicant</i>	<i>h. During project operation</i>	<i>b. City of Sacramento Development Services Department and the Mosquito Vector Control District</i>
► Stock the lake/detention basin with mosquito fish, guppies, backswimmers, flatworms, and/or other invertebrate predators.				
► Maintain a stable water level the lake/detention basin to reduce water level fluctuation resulting from evaporation, transpiration, outflow, and seepage.				
<b>6.9 Geology and Soils</b>				
<b>6.9-1: City of Sacramento<sup>10</sup></b>				
a. Before issuance of a grading permit, a geotechnical report shall be prepared by a qualified geotechnical engineer. This report shall be completed to assess the extent to which the recommendations are appropriate and sufficient for construction of the buildings described in the final project design plans. The geotechnical engineer shall prepare a comprehensive site-specific geotechnical report with	<i>a. Prepare a site-specific geotechnical report by a qualified geotechnical engineer</i>	<i>a. Project applicant</i>	<i>a. Prior to issuance of any grading permit</i>	<i>a. City of Sacramento Development Services Department</i>

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specific design recommendations sufficient to ensure the safety of soil conditions (e.g., percent subsidence/expansive soils impacts), project structures, and site occupants.					
b. All water supply and wastewater pipelines shall be designed per City standards to minimize the potential for damage in the event of strong ground shaking and potential liquefaction.	h. Design water supply and wastewater pipelines per City standards	b. Project applicant	b. Prior to approval of final map	b. City of Sacramento Development Services Department	
c. During project design and construction, all measures outlined in the preliminary geotechnical report for the project (Wallace Kuhl & Associates 2002) as well as specific design measures included in the geotechnical report shall be implemented, at the direction of the City engineer, to prevent significant impacts associated with seismic activity. A geotechnical engineer shall be present on-site during earthmoving activities to ensure that requirements outlined in the geotechnical reports are adhered to for proper fill and compaction of soils.	c. Implement all measures outlined in the preliminary geotechnical report for the project and specific design measures included in the geotechnical report, as conditions warrant	c. Project applicant	c. Prior to approval of final map and during construction activities	c. City of Sacramento Development Services Department	
d. Should the construction schedule require continued work during the wet weather months (e.g., October through April), the project applicant shall consult with a qualified civil engineer and implement any additional recommendations provided, as conditions warrant. These recommendations would include but not be limited to (1) allowing a prolonged drying period before attempting grading operations at any time after the onset of winter rains; and (2) implementing aeration or lime treatment, to allow any low-permeability surface clay soils intended for use as engineered fill to reach a moisture content that would permit the specified degree of compaction to be achieved (Wallace Kuhl & Associates 2002; Perry, pers. comm., 2005).	d. Consult with a qualified civil engineer and implement any additional recommendations provided, as conditions warrant	d. Project applicant	d. During construction activities	d. City of Sacramento Development Services Department	
<b>6.9.2. (City of Sacramento)</b>	a. Prepare and submit to the City of Sacramento Department of Public Works a grading and erosion control plan prepared by a Registered Civil Engineer and submitted to the City of Sacramento Development Services Department for approval prior to issuance of the first building permits. The plan shall be consistent with the California Building Standards Code grading requirements and shall	a. Project applicant	a. Prior to issuance of an grading permits	a. City of Sacramento Development Services Department	

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

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

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SWRCB Order 99-08-DWQ to ensure the BMPs are effective.				
e. Construction techniques shall be identified that would reduce the potential runoff, and the plan shall identify the erosion and sedimentation control measures to be implemented. The SWPPP shall also specify spill prevention and contingency measures, identify the types of materials used for equipment operation, and identify measures to prevent or clean up spills of hazardous materials used for equipment operation and hazardous waste. Emergency procedures for responding to spills shall also be identified. BMPs identified in the SWPPP shall be used in subsequent site development activities. The SWPPP shall identify personnel training requirements and procedures that would be used to ensure that workers are aware of permit requirements and proper installation and performance inspection methods for BMPs specified in SWPPP. The SWPPP shall also identify the appropriate personnel responsible for supervisory duties related to implementation of the SWPPP. All construction contractors shall retain a copy of the approved SWPPP on the construction site.				
f. The project applicant shall prepare and submit a Notice of Intent and acquire authorization for a Central Valley RWQCB NPDES permit for construction dewatering activities that may be necessary for foundation and utility installations within the project site.				
<b>6.10-3. (City of Sacramento and LAFCo)</b> The following mitigation shall apply in the event that FEMA revises the FIRM and issues a new SFHA designation that indicates the Natomas levees can no longer provide 100-year flood protection (decertification). The City anticipates that after decertification, but before resertification, FEMA will likely remap the Greenbriar area (including the Greenbriar project site) as one of three potential SFHA designations: AE, AR, or A99 zone. Each designation prescribes specific building and design requirements for new, above-ground development. If the Greenbriar project site is remapped by FEMA into an AE, AR, or A99 zone, then:	<p>Participate in a funding mechanism established by SACFC-4 for the purpose of implementing levee improvements that would provide no less than 100-year flood protection for the project site</p> <p>If levees currently providing adequate flood protection to the project site are decertified and can no longer provide 100-year flood protection as determined by FEMA, prior to issuance of any</p>	<p>Project applicant</p> <p>If levees currently providing adequate flood protection to the project site are decertified and can no longer provide 100-year flood protection as determined by FEMA, prior to issuance of any</p>	<p>City of Sacramento Development Services Department and Sacramento LAFCo</p>	

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<p>comply with all applicable building and design regulations identified by FEMA and by the City of Sacramento's Floodplain Management Ordinance in existence at the date of issuance of building permits pertaining to the applicable remapped zone;</p> <p>(2) the project applicant shall participate in a funding mechanism such as an assessment district established by SAFCAs and/or the City for the purpose of implementing measures that would provide no less than 100-year flood protection for the Greenbriar project site, or for that portion of the Natomas Basin requiring recertification for 100-year flood protection including the Greenbriar project site provided that such funding mechanism is</p> <ul style="list-style-type: none"> <li>i. based on a nexus study;</li> <li>ii. is regional in nature;</li> <li>iii. is proportionate, fair, and equitable; and</li> <li>iv. complies with all applicable laws and ordinances.</li> </ul> <p>(3) the requirements of the applicable FEMA zone and corresponding requirements under the City of Sacramento's Floodplain Management Ordinance shall be satisfied prior to the issuance of building permits for the project. Homeowners within the floodzone shall maintain federal flood insurance, as required under the applicable FEMA and City of Sacramento Floodplain Management Ordinance regulations.</p> <p>Mitigation measures (1) and (3) above shall terminate upon the first recertification of the levees by the U.S. Army Corp of Engineers. Under any of the three SFHA designations (AE, AR, or A99), homebuilders within the floodzone area shall disclose to all prospective buyers, lenders, bondholders and insurers of property through written disclosure, prior to the sale of units, that the U.S. Army Corps of Engineers has determined that the levees protecting the Natomas Basin may not provide flood protection from a 100-year or greater storm even until the levees are recertified as providing 100-year flood protection.</p>			<i>grueling permits</i>	

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<b>6.10-4: (City of Sacramento and LAFCo)</b>				
a. The project applicant shall submit grading plans to the City Department of Utilities that demonstrate that Elkhorn Boulevard has been sufficiently raised to provide 1 foot of freeboard above Lone Tree Canal during a 100-year storm event. Approximately 1,800 linear feet of Elkhorn Boulevard would need to be raised to provide sufficient localized flood protection.	a. Submit grading plans to the City Department of Utilities that demonstrate that Elkhorn Boulevard has been sufficiently raised to provide 1 foot of freeboard above Lone Tree Canal during a 100-year storm event.	a. Project applicant	a. Prior to issuance of any grading permits	a. City of Sacramento Development Services Department
b. The project applicant shall submit drainage and infrastructure plans to the City Department of Utilities that provide for the installation of a 48-inch culvert in Lone Tree Canal at Elkhorn Boulevard. Construction of this improvement could result in impacts to riparian and other native habitat; impacts to biological resources including giant garter snake habitat, and construction-related air quality (NO <sub>x</sub> , PN <sub>10</sub> ), noise, transportation, and stormwater quality impacts. These impacts would be mitigated to less-than-significant levels with implementation of mitigation recommended for the project and presented in this Draft EIR. As a result, no new significant environmental impacts would occur with implementation of this improvement.	b. Submit drainage and infrastructure plans to the City Department of Utilities that provide for the installation of a 48-inch culvert in Lone Tree Canal at Elkhorn Boulevard	b. Project applicant	b. Prior to issuance of any grading permits	b. City of Sacramento Development Services Department
<b>6.11 Agriculture</b>				
<b>6.11-1: (City of Sacramento)</b>				
a. The project applicant shall implement Mitigation Measure 6.6-2.	See 6.6-2 above	See 6.6-2 above	See 6.6-2 above	See 6.6-2 above
b. Prior to annexation the applicant shall implement Mitigation Measure 6.6-2.				

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

**Table 1**  
**Mitigation Monitoring and Reporting Table**

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

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

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

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

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**Table 1**  
**Mitigation Monitoring and Reporting Table**

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

<b>Mitigation Monitoring and Reporting Table</b>				
<b>Summary of Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>
seasonal marsh with shallow and deep water configurations, permanent marsh, and upland habitats in the form of buffers, islands, and other high-ground habitats scattered throughout the marsh's wetland component. A significant portion of the upland component shall be above winter flood levels to protect giant garter snakes in their winter retreats. Vegetation shall be natural marsh vegetation such as cattails, spike rush, tule clumps, and thimbleberry, placed to maximize protected resting and basking sites and escape cover for the snakes.	<i>b(3)(a) Restrict All grading activity within giant garter snake habitat (aquatic habitat and uplands within 200 feet of aquatic habitat) to a period between May 1 and September 30</i>	<i>b(3)(a) Contractor</i>	<i>b(3)(a) During construction activities</i>	<i>b(3)(a) City of Sacramento Development Services Department and Sacramento L.A.F.C.<sup>o</sup></i>
<p><b>3. On-site Avoidance and Minimization Measures</b></p> <p>The measures described below shall be incorporated into the giant garter snake conservation strategy to avoid and minimize take of giant garter snakes during construction activities, including construction of managed marsh habitat</p> <p>a. All grading activity within giant garter snake habitat (aquatic habitat and uplands within 200 feet of aquatic habitat) shall be restricted to a period between May 1 and September 30. Because this is during the snakes' active stage, it would allow snakes to actively move away from danger and thereby reduce chances of snake mortality. Additionally, this restriction is timed to avoid grading during the snakes' breeding, dispersal, fall foraging and over-wintering periods, when they are most vulnerable to disturbance. If grading cannot be scheduled between May 1 and September 30, the Applicant shall contact the USFWS to determine whether additional measures are necessary to avoid and/or minimize take of giant garter snake. Grading shall only occur during the period between October 2 and April 30 upon written USFWS approval.</p> <p>b. A qualified biologist with experience identifying giant garter snakes shall survey the construction area for giant garter snakes no more than 24 hours prior to the start of construction activities. If construction activities stop on the project site for a period of two weeks or more, a new giant garter snake survey shall be completed no more than 24 hours prior to the re-start of construction activities.</p>	<i>b(3)(b) Survey the construction area for giant garter snakes</i>	<i>b(3)(b) Project applicant</i>	<i>b(3)(b) 24 hours prior to any construction activities</i>	<i>b(3)(b) City of Sacramento Development Services Department and Sacramento L.A.F.C.<sup>o</sup></i>

**Table 1**  
**Mitigation Monitoring and Reporting Table**

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

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

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

<b>Mitigation Monitoring and Reporting Table</b>				
<b>Summary of Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>
<p>minimum of 49 acres of land enhanced and managed to provide high-quality foraging habitat so that the cumulative value of on-site and off-site habitat is of equal or greater value to Swainson's hawk than that lost through project development. Swainson's hawk habitat acquired off-site shall either be located within 1 mile of the Swainson's hawk zone or an existing TNBC reserve, or, with USFWS and DFG concurrence, within two miles of more than one active Swainson's hawk nests.</p> <p>Thus, in total, 27.9 acres of low-quality, 59.5 acres of moderate-quality, 108.6 acres (including the additional 49 acres referenced above) of high-quality, and 1.9 acres of potential nesting habitat would be provided as mitigation for the loss of approximately 54.6 acres of low- and moderate-quality foraging habitat.</p> <p>The totals described above represent the acreage, of the quality described, likely to mitigate the loss of habitat value associated with the proposed project. This represents potential acreage within a range that could be used to mitigate loss of habitat value. Acquired and preserved acreage could range up to a replacement of 1:1 (or higher) ratio, if needed to replace lost habitat value. Alternatively, a lesser acreage that is enhanced and managed as high-quality foraging habitat (e.g., alfalfa) for Swainson's hawk in perpetuity, as proposed herein, would be acceptable provided that USFWS and DFG concur that, with the replacement habitat, the project would provide equal or greater value to the species than would the foraging habitat present at the project site. Compliance and biological effectiveness monitoring shall be performed and annual monitoring reports shall be prepared. This monitoring, reporting, and adaptive management shall be performed as described in Section IV of the NBHCP.</p> <p>b. In addition, the following avoidance and minimization measures shall be implemented:</p> <ol style="list-style-type: none"> <li>1. Pre-construction surveys shall be conducted for Swainson's hawk and other raptors no more than 14 days and no less than 7 days prior to the beginning of any construction activity between March 15 and August 15. The survey area shall include all potential nesting sites located within <math>\frac{1}{2}</math> mile of the project and mitigation-sites</li> </ol>	<p><i>b(1). Conduct pre-construction surveys for Swainson's hawk and other raptors</i></p>	<p><i>b(1). Project applicant</i></p>	<p><i>b(1). No more than 14 days prior to commencement of construction activities</i></p>	<p><i>b(1). City of Sacramento Development Services Department and Sacramento LAFCo</i></p>

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<b>Mitigation Monitoring and Reporting Table</b>					
<b>Summary of Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	
2. Should nesting be discovered within the survey area, a qualified biologist shall notify DFG and no new disturbance shall occur within $\frac{1}{4}$ mile of the nest until the nest is no longer active or appropriate avoidance measures are approved by DFG to ensure that the nest is adequately protected. Potential mitigation measures may include visual screening and timing restrictions for construction activity. Monitoring (funded by the project applicant) of active nests by a DFG-approved raptor biologist shall be required to determine if project construction is disturbing Swainson's hawks at the nest site. Exact implementation of this measure shall be based on specific information at the project site.	b(2). If an occupied nest is found, prevent disturbances within $\frac{1}{4}$ mile of nest until the nest is no longer occupied	b(2). Project applicant	b(2). Prior to and during construction activities	b(2). City of Sacramento Development Services Department and Sacramento LAFCo	
<b>6.12-3: (City of Sacramento and LAFCo)</b>			a. See 6.12-1 above	a. See 6.12-1 above	
a. The project applicant shall implement Mitigation Measure 6.12-1 to avoid impacts to waters of the United States and wetlands associated with Lone Tree Canal.			a. See 6.12-1 above	a. See 6.12-1 above	
b. Prior to project approval, the project applicant shall obtain a verified wetland delineation from USACE. Based on the results of the verified delineation, the project applicant shall commit to replace, restore, or enhance on a "no net loss" basis, in accordance with USACE and the Central Valley RWQCB, as appropriate for each agency's jurisdiction, the acreage of all waters of the United States and wetland habitats, including isolated wetlands that would be removed with implementation of the project. Wetland restoration, enhancement, and/or replacement shall be at a location and by methods acceptable to the USACE, DFG, and Central Valley RWQCB, as determined during the Section 404, Section 1600, and Section 401 permitting processes.	b. Obtain a verified wetland delineation from USACE	b. Project applicant	b. Prior to project approval	b. City of Sacramento Development Services Department and Sacramento LAFCo	
c. In conjunction with preparation and implementation of the giant garter snake mitigation described under Mitigation Measure 6.12-1, the project applicant shall prepare and submit habitat mitigation and monitoring plan to USACE for the creation of jurisdictional waters at a mitigation ratio no less than 1:1 acres of created water of the United States, including wetlands, to each acre filled. The mitigation plans shall demonstrate how the USACE criteria for	c. Prepare and submit a habitat mitigation and monitoring plan to USACE for the creation of jurisdictional waters at a mitigation ratio no less than 1:1 acres of created water of	c. Project applicant	c. Prior to issuance of any grading permits	c. City of Sacramento Development Services Department and Sacramento LAFCo	

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**Mitigation Monitoring and Reporting Table**

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
Jurisdictional waters will be met through implementation. Wetland mitigation achieved through implementation of Mitigation Measure 6.12-1 can satisfy this mitigation measure if conducted in such a way that it meets both habitat function and the USACE criteria for creation of waters of the United States. The wetland creation section of the habitat mitigation and monitoring plan shall include the following: <ul style="list-style-type: none"> <li>► target areas for creation,</li> <li>► a complete biological assessment of the existing resources on the target areas,</li> <li>► specific creation and restoration plans for each target area,</li> <li>► performance standards for success that will illustrate that the compensation ratios are met, and</li> <li>► a monitoring plan including schedule and annual report format.</li> </ul> d. The project applicant shall secure the following permits and regulatory approvals, as necessary, and implement all permit conditions before implementation of any construction activities associated with the proposed project:	<i>the United States, including wetlands, to each acre filled</i> <i>d(1). Secure authorization for the fill of jurisdictional waters of the United States</i>	<i>d(1). Project applicant</i>	<i>d(1). Prior to issuance of any grading permits</i>	<i>(1). City of Sacramento Development Services Department and Sacramento LAFCo</i>

**Table 1**  
**Mitigation Monitoring and Reporting Table**

<b>Summary of Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>
plan. All mitigation requirements identified through this process shall be implemented before construction begins in any areas containing wetland features.				
2. Prior to construction in any areas containing wetland features, the project applicant shall obtain water quality certification pursuant to Section 401 of the Clean Water Act for the project. Any measures required as part of the issuance of water quality certification shall be implemented.	d(2). Obtain water quality certification pursuant to Section 401 of the Clean Water Act	d(2). Project applicant	d(2). Prior to issuance of grading permits for areas where wetlands are present	a(2). City of Sacramento Development Services Department and Sacramento LAFCo
3. The project applicant shall obtain a Streambed Alteration Agreement under Section 1600 et seq. of the California Fish & Game Code for impacts to Waters of the State as defined under Section 1602 of the California Fish & Game Code.	d(3). Obtain a Streambed Alteration Agreement under Section 1600 et seq. of the California Fish & Game Code	d(3). Project applicant	d(3). Prior to issuance of grading permits for areas where wetlands are present	a(3). City of Sacramento Development Services Department and Sacramento LAFCo
4. The project applicant shall file a report of waste discharge with the Central Valley RWQCB for activities affecting waters of the state. For other mitigation measures aimed at maintaining water quality, including obtaining National Pollutant Discharge Elimination System (NPDES) permits, see Mitigation Measure 6.10-1 in "Hydrology, Drainage and Water Quality."	d(4). File a report of waste discharge with the Central Valley RWQCB for activities affecting waters of the state	d(4). Project applicant	d(4). Prior to issuance of grading permits for areas where wetlands are present	a(4). City of Sacramento Development Services Department and Sacramento LAFCo
<b>6.12-4: (City of Sacramento and LAFCo)</b>				
a. Before the initiation of any ground-disturbing or vegetation-clearing activities, the project applicant shall retain a qualified botanist to conduct focused surveys in the project area for Delta tule pea and Sanford's arrowhead. The botanist shall conduct surveys for these special-status plant species at the appropriate time of year when the target species would be in flower, and therefore, clearly identifiable. Surveys shall be conducted following the approved DFG protocol for surveying for special-status plant species.	a. Retain a qualified botanist to conduct focused surveys in the project area for Delta tule pea and Sanford's arrowhead	a. Project applicant	a. Prior to ground-disturbing or vegetation-clearing activities	a. City of Sacramento Development Services Department and Sacramento LAFCo

<b>Table 1</b> <b>Mitigation Monitoring and Reporting Table</b>					
<b>Summary of Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	
b. If no special-status plants are found during focused surveys, the botanist shall document the findings in a letter report to USFWS, DFG, and CNPS and no further mitigation shall be required.	b. Document findings in letter report and submit to USFWS, DFG, and CNPS, if applicable	b. Project applicant	b. Prior to ground-disturbing or vegetation-clearing activities	b. City of Sacramento Development Services	Sacramento LAFCo
c. If special-status plant populations are found, the project applicant shall consult with the DFG to determine the appropriate mitigation measures for any population that may be affected by the project. Mitigation measures may include creation of off-site populations on project mitigation sites, through seed collection or transplanting, preserving and enhancing existing populations, or restoring or creating suitable habitat in sufficient quantities to compensate for the impact.	c. Consult with the DFG to determine the appropriate mitigation measures for any special-status plant populations that may be affected by the project	c. Project applicant	c. Prior to ground-disturbing or vegetation-clearing activities	c. City of Sacramento Development Services	Sacramento LAFCo
6.12.5: (City of Sacramento and LAFCo)	a. Conduct focused surveys for burrowing owls in areas of suitable habitat on and within 300 feet of the project site. Surveys shall be conducted in accordance with DFG protocol (DFG 1995).	a. Project applicant	a. No more than 30 days prior to commencement of any grading activities	a. City of Sacramento Development Services	Sacramento LAFCo
b. If no occupied burrows are found in the survey area, a letter report documenting survey methods and findings shall be submitted to DFG, and no further mitigation is necessary.	b. Submit letter report documenting survey methods and findings to DFG if no occupied burrows are found	b. Project applicant	b. Prior to grading activities	b. City of Sacramento Development Services	Sacramento LAFCo
c. If occupied burrows are found in the survey area, impacts shall be avoided by establishing a buffer of 165 feet during the non-breeding season (September 1 through January 31) or 300 feet during the breeding season (February 1 through August 31). The size of the buffer area may be adjusted if a qualified biologist and DFG determine it would not be likely to have adverse effects. No project activity shall commence within the buffer area until a qualified biologist confirms that the burrow is no longer occupied. If the	c. Establish a buffer of 165 feet during the non-breeding season (September 1 through January 31) or 300 feet during the breeding season (February 1 through August 31), if occupied burrows are found in the survey area	c. Project applicant	c. Prior to commencement of grading activities within 300 feet of an occupied burrowing owl nest	c. City of Sacramento Development Services	Sacramento LAFCo

<b>Table 1 Mitigation Monitoring and Reporting Table</b>					
<b>Summary of Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	
burrow is occupied by a nesting pair, a minimum of 6.5 acres of foraging habitat contiguous to the burrow shall be preserved until the breeding season is over.	d. Passively re-locate burrowing owls subject to DFG approval or prevent disturbance of occupied burrows during the nesting season unless a qualified biologist verifies through non-invasive methods that the burrow is no longer occupied. Foraging habitat for relocated pairs shall be provided in accordance with guidelines provided by DFG (1993). DFG guidelines recommend a minimum of 6.5 acres of foraging habitat per pair or unpaired resident bird, be acquired and permanently protected.	d. Project applicant	d. Prior to commencement of grading activities within 300 feet of an occupied burrowing owl nest	d. City of Sacramento Development Services Department and Sacramento LAFCo	
d. If impacts to occupied burrows are unavoidable, on-site passive relocation techniques may be used if approved by DFG to encourage owls to move to alternative burrows outside of the impact area. However, no occupied burrows shall be disturbed during the nesting season unless a qualified biologist verifies through non-invasive methods that the burrow is no longer occupied. Foraging habitat for relocated pairs shall be provided in accordance with guidelines provided by DFG (1993). DFG guidelines recommend a minimum of 6.5 acres of foraging habitat per pair or unpaired resident bird, be acquired and permanently protected.	e. Hire a qualified biologist to prepare a plan for relocating the owls to a suitable site. The relocation plan must include: (a) the location of the nest and owls proposed for relocation; (b) the location of the proposed relocation-site; (c) the number of owls involved and the time of year when the relocation is proposed to take place; (d) the name and credentials of the biologist who will be retained to supervise the relocation; (e) the proposed method of capture and transport for the owls to the new site; (f) a description of the site preparations at the relocation-site (e.g., enhancement of existing burrows, creation of artificial burrows, one-time or long-term vegetation control, etc.); and (g) a description of efforts and funding support proposed to monitor the relocation. Relocation options may include passive relocation to another area of the site not subject to disturbance through one way doors on burrow openings, or construction of artificial burrows in accordance DFG guidelines.	e. Project applicant	e. Prior to commencement of grading activities within 300 feet of an occupied burrowing owl nest	e. City of Sacramento Development Services Department and Sacramento LAFCo	
f. The project applicant shall implement Mitigation Measure 6.12-2 to mitigate for the loss of burrowing owl foraging habitat.	f. See 6.12-2 above	f. See 6.12-2 above	f. See 6.12-2 above	f. See 6.12-2 above	

<b>Table 1</b> <b>Mitigation Monitoring and Reporting Table</b>					
<b>Summary of Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	
<b>6.12-6: (City of Sacramento and LAFCo)</b>					
a. The project applicant shall implement Mitigation Measure 6.12-1.	a. See Mitigation Measure 6.12-1	a. See Mitigation Measure 6.12-1	a. See Mitigation Measure 6.12-1	a. See Mitigation Measure 6.12-1	
b. Construction personnel shall participate in a worker environmental awareness program. Under this program, workers shall be informed about the potential presence of western pond turtles in the construction area, and shall be provided guidance on appropriate steps to take if a pond turtle is encountered during project construction.	b. Conduct worker environmental awareness program	b. Project applicant	b. Prior to construction activities	b. City of Sacramento Development Services Department and Sacramento LAFCo	
c. Within 24 hours prior to commencement of construction activities, the site shall be inspected for turtles by a qualified biologist. The construction area shall be re-inspected whenever a lapse in construction activity of two weeks or greater has occurred.	c. Inspect site for turtles	c. Project applicant	c. 24 hours prior to construction activities and when construction ceases for 2 weeks or more	c. City of Sacramento Development Services Department and Sacramento LAFCo	
d. If a turtle is encountered on the project site, any construction activity that could result in harm of the turtle shall immediately cease and shall not resume until the monitoring biologist has determined that the turtle has moved away from the construction-site on their own volition or a qualified biologist has moved the turtle to a safe location.	d. Cease all construction activity immediately when a turtle is identified and could be harmed	d. Construction contractor	d. During construction activities	d. City of Sacramento Development Services Department and Sacramento LAFCo	
<b>6.12-8: (City of Sacramento and LAFCo)</b>	Conduct a focused survey for loggerhead strike areas of suitable habitat on and within 300 feet of the project site, if initiation of site grading is proposed during the loggerhead strike nesting season (March 1 to July 31)	Project applicant	Prior to grading activities	City of Sacramento Development Services Department and Sacramento LAFCo	
If initiation of site grading is proposed during the loggerhead strike nesting season (March 1 to July 31), a qualified biologist shall conduct a focused survey for loggerhead strikes in areas of suitable habitat on and within 300 feet of the project site. The survey shall be conducted no more than 30 days and no less than 14 days prior to the start of grading. If surveys identify an active loggerhead strike nest in the survey area, the applicant shall install brightly colored construction fencing that establishes a boundary 100 feet from the active nest. No disturbance associated with the proposed project shall occur within the 100-foot fenced area during the nesting season of March 1 through July 31 or until a qualified biologist has determined that the young have fledged or that the nest is no longer occupied prior to disturbance of the nest site.					

EDAW  
Mitigation Monitoring and Reporting Program  
City of Sacramento and Sacramento LAFCo

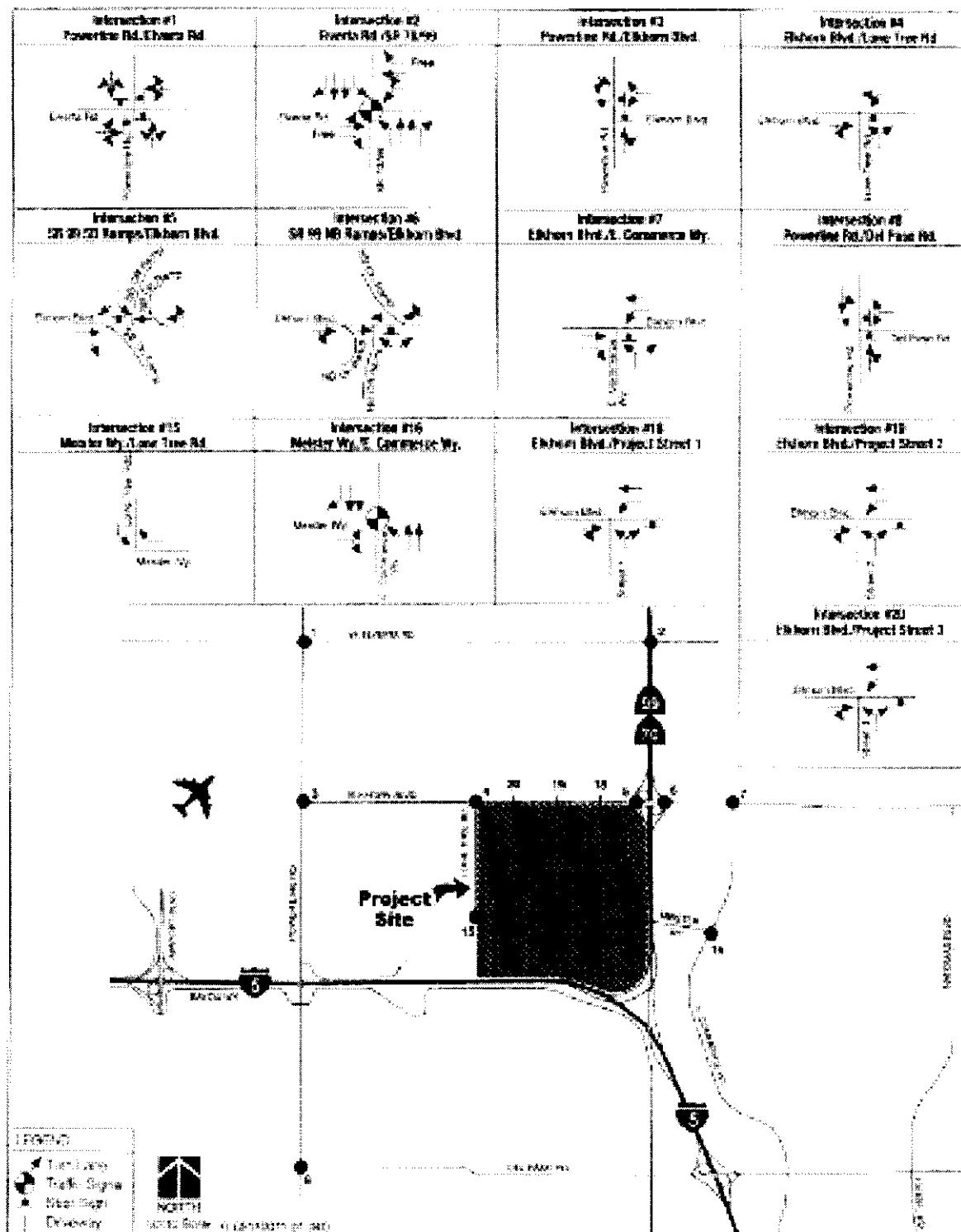
<b>Table 1</b> <b>Mitigation Monitoring and Reporting Table</b>					
	<b>Summary of Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>
<b>6.13 Cultural Resources</b>					
6.13-2: (City of Sacramento and LAFCo)	If an inadvertent discovery of cultural materials (e.g., unusual amounts of shell, charcoal, animal bone, bottle glass, ceramics, burned soil, structure/building remains) is made during project-related construction activities, ground disturbances in the area of the find shall be halted and a qualified professional archaeologist shall be notified regarding the discovery. The archaeologist shall determine whether the resource is potentially significant as per CEQA and develop specific measures to ensure preservation of the resource. Specific measures for significant or potentially significant resources could include, but not necessarily be limited to in-field documentation, archival research, subsurface testing, and excavation. The specific type of measure necessary would be determined according to evidence indicating degrees of resource integrity, spatial and temporal extent, and cultural associations and would be conducted in a manner consistent with CEQA and the City's guidelines for preserving archaeological and cultural artifacts.	Halt ground-disturbing activities if an inadvertent discovery of cultural materials is made. Notify qualified professional archaeologist	Construction contractor	During construction activities	City of Sacramento Development Services Department and Sacramento LAFCo
6.13-3: (City of Sacramento and LAFCo)	In accordance with the California Health and Safety Code, if human remains are uncovered during ground disturbing activities all such activities in the vicinity of the find shall be halted immediately and the City or the City's designated representative shall be notified. The City shall immediately notify the county coroner and a qualified professional archaeologist. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or state lands (Health and Safety Code, Section 7050.5(b)). If the coroner determines that the remains are those of a Native American, he or she must contact the NAHC by phone within 24 hours of making that determination (Health and Safety Code Section 7050(c)). The responsibilities of the Agency for acting upon notification of a discovery of Native American human remains are identified in detail in the California Public Resources Code Section 5097.9. The City or their appointed representative and the professional archaeologist shall consult with a Most Likely Descendant (MLD) determined by the NAHC regarding the removal or preservation and avoidance of the remains and determine if additional burials could be present in the vicinity.	Halt ground-disturbing activities if an inadvertent discovery of human remains is made. Notify City of Sacramento's designated representative	Construction contractor	During construction activities	City of Sacramento Development Services Department and Sacramento LAFCo



**Table 6.1-30**  
**Baseline Peak-Hour Intersection Operating Conditions**

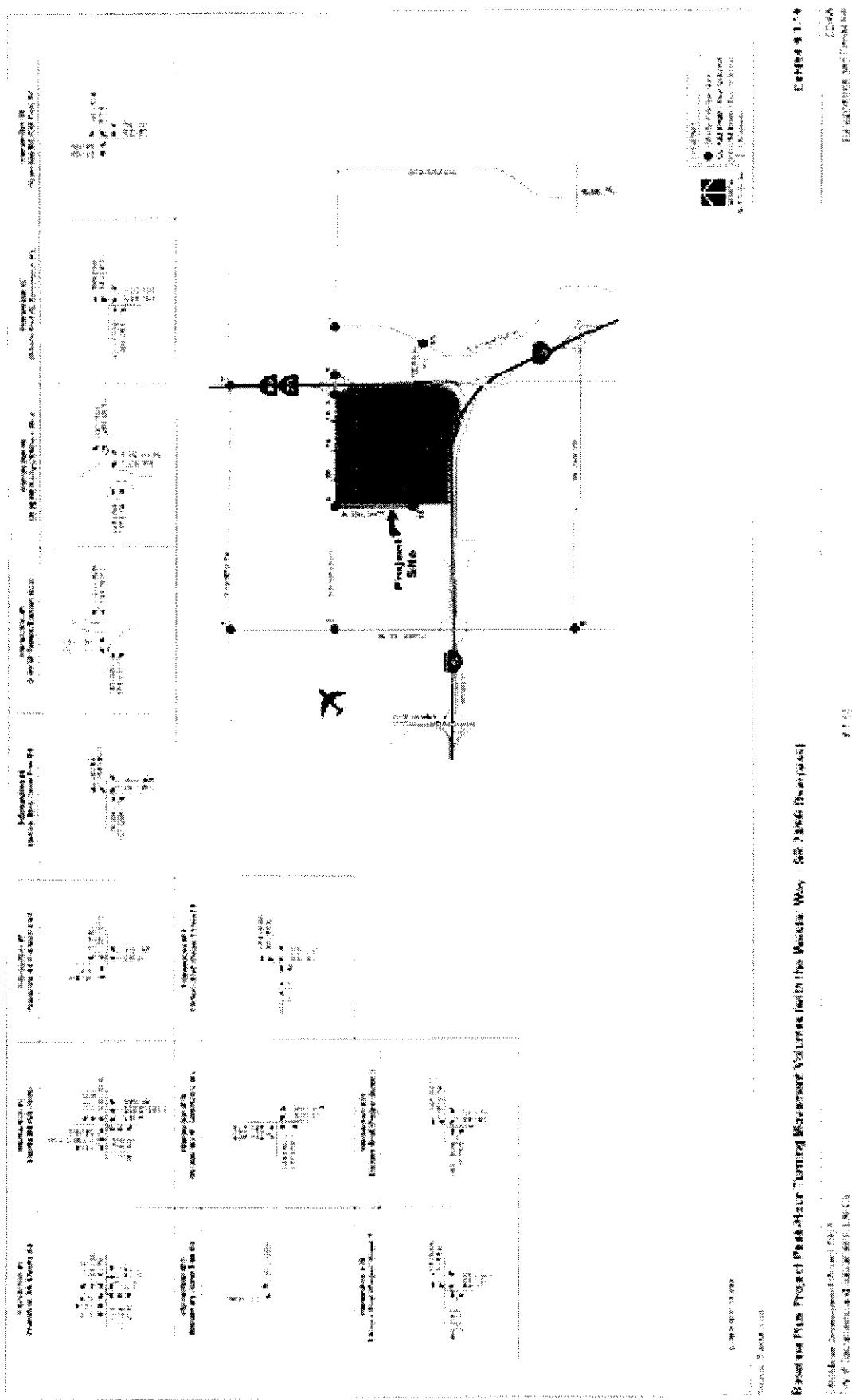
ID	Intersections	Traffic Control	Average Delay (Level of Service)			
			No Project		Plus Project (with the Meister Way-SR 70/99 Overpass)	
			AM	PM	AM	PM
1	Powderline Road and Elkhorn Boulevard	All Way Stop	12 (A)	7.0 (A)	7.2 (A)	3.1 (A)
2	Elkton Road and SR 70/99 With Mitigation	Signal	58.3 (E)	18.2 (B)	86.1 (F)	26.3 (C)
3	Powderline Road and Elkhorn Boulevard	All Way Stop	7.1 (A)	7.3 (A)	7.9 (A)	9.5 (A)
4	Elkton Boulevard and Lone Tree Road With Mitigation	One Way Stop	No Traffic on Lone Tree Road		55.9 (F)	50.8 (F)
		Signal			6.3 (A)	52.1 (C)
5	SR 70/99 SB Ramps and Elkhorn Boulevard	One Way Stop	9.5 (A)	9.1 (A)	14.2 (B)	26.1 (D)
6	SR 70/99 NB Ramps and Elkhorn Boulevard With Mitigation	One Way Stop	13.2 (B)	120+ 270 (F)	243 (F)	502 (F)
		Signal			25.3 (C)	76.2 (C)
7	Elkhorn Boulevard and E. Commerce Way With Mitigation	One Way Stop	120+ 120 (F)	6,932 (F)	6,943 (F)	6,711 (F)
8	Powderline Road and Del Paso Road	One Way Stop	9.1 (A)	9.0 (A)	9.1 (A)	9.2 (A)
16	Meister Way And E. Commerce Way	Signal	No Meister Way Overpass		8.1 (A)	23.0 (C)
18	Elkhorn Boulevard and Project Street 1 With Mitigation	One Way Stop	No Project Traffic		30.0 (D)	68.9 (F)
		Signal			3.5 (A)	3.2 (A)
25	Elkhorn Boulevard and Project Street 2 With Mitigation	One Way Stop	No Project Traffic		21.3 (C)	36.3 (F)
		Signal			5.6 (A)	7.4 (A)
30	Elkhorn Boulevard and Project Street 3 With Mitigation	One Way Stop (All Access)			14.0 (C)	30.0 (D)
		One Way Stop (Right in Right out Access Only)	No Project Traffic		13.4 (B)	14.3 (B)

Note: Seconds per Vehicle, LOS = Level of Service, Minus = Unacceptable Intersection Operation



Source: TJRM 2005

#### Baseline Plus Project Lane Configurations (with the Meister Way - SR 70/99 Overpass) Exhibit 6.1-17

**Geological Cross-Section Through Greenbriar (M05-046 / P05-069)**

**Table 6.3-8**  
**City of Sacramento Maximum Acceptable Interior and Exterior Noise Level Standards for New Development without Mitigation**

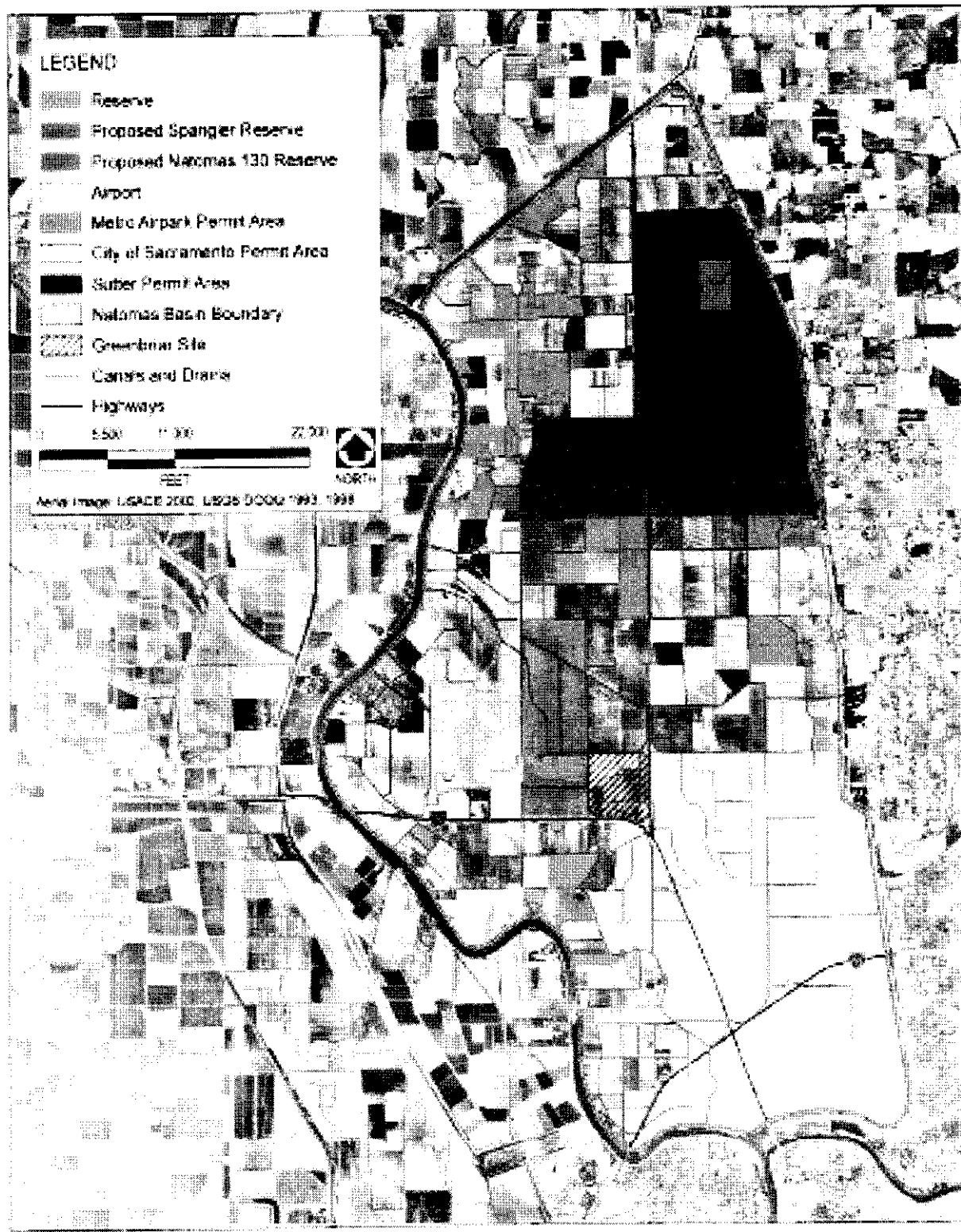
Noise Source	Land Use	Applicable Area		State Requirements *	Noise Element Requirements
		Interior	Exterior		
Traffic or fixed source (industrial, plants, etc.)	Single-family	X		None	$L_{dn} \leq 45$ dB <sup>b</sup>
	Single-family		X	None	$L_{dn} \leq 60$ dB in backyard
	Multi-family <sup>c</sup>	X		$L_{dn} \leq 45$ dB	$L_{dn} \leq 45$ dB
	Multi-family <sup>c</sup>		X	None	$L_{dn} \leq 60$ dB in common outdoor use areas
	Schools	X		None	Noiseless hourly $L_{dn} \leq 40$ dB during school day
	Schools		X	None	$L_{dn} \leq 60$ dB
Aircraft	Single-family	X		None	$L_{dn} \leq 45$ dB and maximum instantaneous levels of $\geq 50$ dB in bedrooms and $\geq 35$ in other habitable rooms <sup>a</sup>
	Single-family		X	CNEL $\leq 65$ dB (State Aeronautics Noise Standards) requirement does not apply to Mather and McClellan AFB	CNEL $\leq 60$ dB for Sacramento International Airport CNEL $\leq 65$ dB for all other areas
	Multi-family	X		$L_{dn} \leq 45$ dB	$L_{dn} \leq 45$ dB and maximum instantaneous levels of $\geq 50$ dB in bedrooms and $\geq 35$ in other habitable rooms <sup>b</sup>
	Multi-family		X	CNEL $\leq 65$ dB (State Aeronautics Noise Standards) requirement does not apply to Mather and McClellan AFB	CNEL $\leq 60$ dB for Sacramento International Airport CNEL $\leq 65$ dB for all other areas
	Schools	X		None	Noiseless hourly $L_{dn} \leq 40$ dB during school day
	Schools		X	CNEL $\leq 60$ dB for Mather Airport CNEL $\leq 65$ dB for all other areas	

\* Properties for which U.S. Department of Housing and Urban Development (HUD) financing is requested are subject to HUD noise requirements. The noise element requirements listed in this table are at least as stringent as the HUD requirements.

<sup>a</sup> The requirement for interior noise exposure is triggered when the average  $L_{dn}$  exceeds 60 dB.

<sup>b</sup> Residential includes offices, motels, apartment houses, and dwellings other than described single-family dwellings, as defined by Title 24, Part 2, California Administrative Code.

Source: City of Sacramento General Plan 1995



Source: TIAAW 2004

Location of Greenbriar Project in Natomas Basin

Exhibit 6.12-4

TIAAW

**ATTACHMENT 3 - RESOLUTION AMENDING RESOLUTION 2001-518**

**RESOLUTION NO.**

Adopted by the Sacramento City Council

**A RESOLUTION AUTHORIZING THE SEPARATE PROCESSING AND APPROVAL  
OF ENTITLEMENTS FOR THE GREENBRIAR PROJECT, NOTWITHSTANDING CITY  
RESOLUTION NO. 2001-518**

**BACKGROUND**

- A. On July 24, 2001, the City Council approved Resolution No. 2001-518 to temporarily establish restrictions on the approval of entitlements on three properties outside of the City of Sacramento (Camino Norte, West Lakeside, and Greenbriar Farms).
- B. Resolution No. 2001-518 was enacted pursuant to the "Agreement to Settle Litigation By and Between National Wildlife Federation, Environmental Council of Sacramento, Friends of the Swainson's Hawk, Mountain Lion Foundation, Planning and Conservation League and the Sierra Club, the City of Sacramento, Natomas Estates LLC and Kern Schumacher. This Settlement Agreement arose out a lawsuit filed in the U.S. District Court for the Eastern District of California under the federal Endangered Species Act (FESA) as well as National Environmental Policy Act (NEPA) and Section 706 of the Federal Administrative Procedure Act, 5 U.S.C. Sec. 706. The primary challenge of the lawsuit was to the adequacy of the Natomas Basin Habitat Conservation Plan (HBHCP) and the adequacy of the environmental review undertaken for that plan.
- C. The Settlement Agreement followed a decision by the district court granting the Plaintiff's motion for summary judgment on four counts under the FESA and one count under NEPA. Thereafter, the U.S. Fish and Wildlife Service and the City, along with other public entities, initiated efforts to revise the NBHCP and to undertake further environmental review. Pursuant to the Settlement Agreement, a limited amount of development was allowed to occur in the Permit Area covered by the NBHCP, pending completion of the Revised NBHCP and issuance of a new Incidental Take Permit (ITP). The right to engage in the limited amount of development was conditioned upon compliance with certain measures, including the City's adoption of Resolution No. 2001-518.
- D. Following adoption of Resolution No. 2001-518, the City, Sutter County and The Natomas Basin Conservancy (TNBC) prepared a revised NBHCP ("2003 NBHCP") that was reviewed and approved by the U.S. Fish & Wildlife Service

and California Department of Fish & Game (the "Wildlife Agencies"), Subsequent to the adoption of Resolution No. 2001-518, a revised NBHCP was reviewed and approved, following additional environmental review under CEQA and NEPA, and a new ITP was issued. The Wildlife Agencies and Permittees entered into an Implementation Agreement and issued new ITPs to the City, Sutter County and TNBC. These decisions were challenged in federal and state courts, and these decisions were upheld, and the challenges rejected.

- E. With respect to future development in the Natomas Basin outside of the City and Sutter's respective Permit Areas as defined in the 2003 NBHCP ("Future Urban Development"), Section 3.1.1 of the 2003 NBHCP Implementation Agreement ("IA") provides, in part, that "CITY and SUTTER further agree that in the event this future urban development should occur, prior to approval of any related rezoning or prezoning, such future urban development shall trigger a reevaluation of the Plan and Permits, a new effects analysis, potential amendments and/or revisions to the Plan and Permits, a separate conservation strategy and issuance of Incidental Take Permits to the permittee for that additional development and/or possible suspension or revocation of CITY's or SUTTER's Permits in the event the CITY or SUTTER violate such limitations." By its terms, the Settlement Agreement expired on October 1, 2002, provided that certain obligations (the City's obligation to Acquire Mitigation Lands and its obligation to establish the Mitigation Cushion) survived the expiration of the Settlement Agreement and the issuance of the Revised NBHCP and the related HCP.
- F. By its terms, the Settlement Agreement expired on October 1, 2002, provided that certain obligations (the City's obligation to Acquire Mitigation Lands and its obligation to establish the Mitigation Cushion) survived the expiration of the Settlement Agreement and the approval of the Revised NBHCP and the issuance of the related ITP to the City.

**BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:**

- Section 1. The City Council of the City of Sacramento rescinds Resolution No. 2001-518 to the extent that it restricts or prohibits the City from approving separately the first stage entitlements for the Greenbriar project. The provisions of Resolution No. 2001-518 shall remain in effect as to other properties within the Joint Vision area.
- Section 2. The City acknowledges and agrees that prior to approval of any related rezoning or prezoning by the City for Future Urban Development, the City will conduct a reevaluation of the Natomas Basin HCP and incidental take permits, and prepare a new effects analysis pursuant to the 2003 Revised

Natomas Basin HCP and Section 3.1.1 of the NBHCP IA , as amended. The City further acknowledges that such Future Urban Development may trigger potential amendments and/or revisions to the Plan and Permits, a separate conservation strategy and issuance of Incidental Take Permits by U.S. Fish & Wildlife Service or the California Department of Fish & Game to the permittee for that additional Future Urban Development prior to tentative map, development agreement, and final map approval.

**ATTACHMENT 4 – REORGANIZATION RESOLUTION****RESOLUTION NO.**

Adopted by the Sacramento City Council

**INITIATING THE GREENBRIAR ANNEXATION (REORGANIZATION)  
(M05-046 / P05-069)**

(APNs: 201-0300-049, -067, -068, -069, -070, -071, -076, -077, -079, -080, -081, -083, and -085)

**BACKGROUND**

- A. The City Council conducted a public hearing on \_\_\_\_\_, 2007, and the City Planning Commission conducted public hearings on \_\_\_\_\_, 2007, concerning the above reorganization (annexation and detachments), and based on documentary and oral evidence submitted at the public hearing, the Council hereby finds:
1. This action of reorganization is being taken pursuant to the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (Government Code Section 56000 et. seq.);
  2. This reorganization is the Annexation to City of Sacramento and Sacramento Regional County Sanitation District and Detachment from the Natomas Fire Protection District;
  3. A description of the exterior boundaries of the affected territory subject to this reorganization is attached hereto as Exhibits A and B, and incorporated herein by reference;
  4. The reasons for the reorganization are as follows:
    - a. The affected territory is within the Sphere of Influence of the City.
    - b. The annexation represents a logical and reasonable extension of the City boundaries since it is surrounded on the south and east by the existing City limits and proposed development to the west (Metro Airpark).
    - c. The annexation would facilitate the more efficient provision of municipal services, including compliance with uniform City planning and development standards;
    - d. The annexation will provide greater protection from inappropriate land uses adjacent to existing and proposed land uses.

5. The regular County Assessment Roll will be utilized.

**BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL  
RESOLVES AS FOLLOWS:**

Section 1. The City Council of the City of Sacramento hereby initiates the reorganization described above, and requests that proceedings be taken for the proposal pursuant to Cortese-Knox-Hertzberg Government Reorganization Act of 2000 (Government Code Section 56700, et al.)

**Table of Contents:**

- Exhibit A Greenbriar Annexation Boundary Description  
Exhibit B Greenbriar Annexation Map

## Exhibit A Greenbriar Annexation Boundary Description

1116.004

**EXHIBIT 'A'****LEGAL DESCRIPTION  
FOR THE  
GREENBRIAR SPHERE OF INFLUENCE AMENDMENT**

All of Section 33, Township 10 North, Range 4 East, Mount Diablo Baseline and Meridian, also being all of Lots 93 – 98 and 124 – 129 as shown on the Map entitled "Natomas Central Subdivision" recorded in Book 16 of Maps, at Page 3, Sacramento County Records, located in the County of Sacramento, State of California, more particularly described as follows:

Beginning at a point which is the northeast corner of said Section 33, said point also being the northeast corner of said Lot 124, said point also being located along the City Limits line of the City of Sacramento as described in an Ordinance entitled "Natomas Annexation Area No. 1" filed as Sacramento City Ordinance No. 2295 – Fourth Series;

- 1) THENCE South 00° 33' 05" East, a distance of 2597.28 feet along the east line of said Section 33, also being the east boundary line of said Lot 124, also being the said City Limits line;
- 2) THENCE South 00° 32' 55" East, a distance of 2693.76 feet continuing along the east line of said Section 33, said east boundary line of Lots 124 and 98, and said City Limits line to the southeast corner of said Section 33;
- 3) THENCE South 89° 39' 26" West, a distance of 5185.64 feet along the south line of said Section 33, also being the south boundary line of said Lots 98, 96, and 93, also continuing along said City Limits Line and a westerly prolongation of said City Limits Line respectfully, to the southwest corner of said Section 33;
- 4) THENCE North 00° 24' 05" West, a distance of 2640.64 feet along the west line of said Section 33, also being the west boundary line of said Lots 93, 94, and 95;
- 5) THENCE North 00° 32' 38" West, a distance of 2693.69 feet continuing along said west line of said Section 33, also being the west boundary line of said Lots 127, 128, and 129 to the northwest corner of said Section 33;
- 6) THENCE South 89° 51' 49" East, a distance of 5178.84 feet along the north line of said Section 33, also being the north boundary line of said Lots 129, 125, and 124 to the POINT OF BEGINNING;

Containing 631.818 acres, more or less.

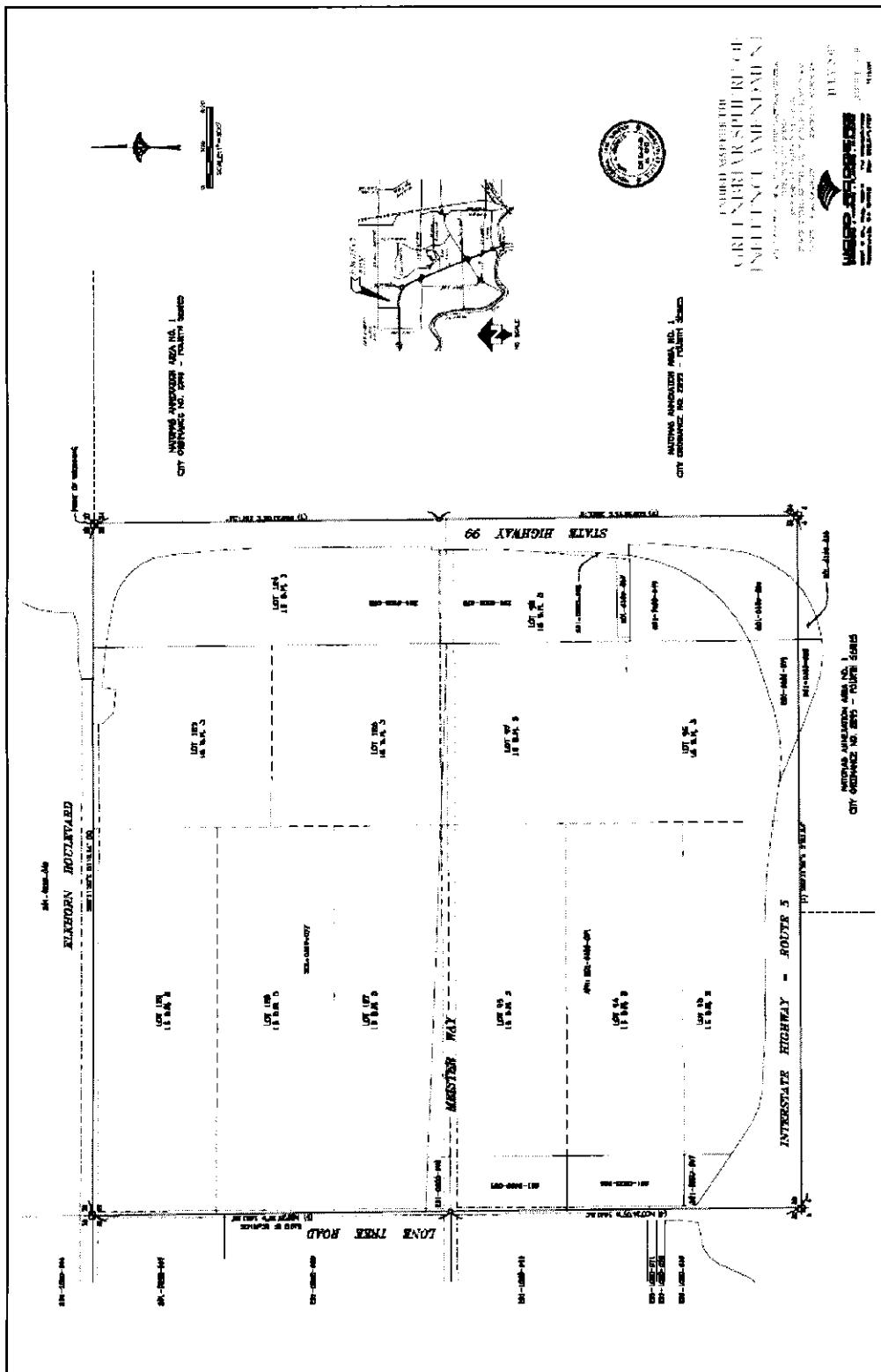
Basis of Bearings for this description is the west line of Lots 127, 128, and 129 as shown on a Record of Survey Map entitled "Portion of Natomas Central & Natomas Elkhorn Subdivisions Located in Portion of Sections 20, 21, 28, 29, 32 & 33 T.10N., R. 4E., M.D.B.&M." recorded in Book 30 of Surveys, at Page 38. Said line is taken to bear North 00° 32' 38" West.

July 20, 2007

END OF DESCRIPTION

PREPARED BY WOOD RODGERS, INC.  
SACRAMENTO, CALIFORNIA

## Exhibit B Greenbriar Annexation Map



**ATTACHMENT 5 – PROPERTY TAX EXCHANGE AGREEMENT RESOLUTION**

**RESOLUTION NO.**

Adopted by the Sacramento City Council

**ADOPTING THE PROPERTY TAX EXCHANGE AGREEMENT  
FOR THE GREENBRIAR ANNEXATION (M05-046 / P05-069)**

**BACKGROUND**

- A. Whereas, before a Local Agency Formation Commission may act upon a proposed annexation to a city; and
- B. Whereas, landowners and the City of Sacramento have proposed the Greenbriar Annexation to the City of Sacramento; and
- C. Whereas, the County and City have negotiated a property tax exchange agreement specifying how property tax revenues will be allocated should the annexation be approved;

**BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL  
RESOLVES AS FOLLOWS:**

Section 1. The City Manager is hereby authorized to execute the Property Tax Exchange Agreement on behalf of the City of Sacramento with the County of Sacramento and to do and perform everything necessary to carry out the purpose of this Resolution.

**EXHIBIT A – DRAFT PROPERTY TAX EXCHANGE AGREEMENT**

**TAX EXCHANGE AGREEMENT  
BETWEEN  
THE COUNTY OF SACRAMENTO AND THE CITY OF SACRAMENTO,  
RELATING TO THE GREENBRIAR ANNEXATION**

This TAX EXCHANGE AGREEMENT (hereinafter "Agreement") is made and executed in duplicate this \_\_\_\_ day of \_\_\_\_, 2007 by and between the COUNTY OF SACRAMENTO, a political subdivision of the State of California (hereinafter referred to as "COUNTY"), and the CITY OF SACRAMENTO, a charter city (hereinafter referred to as "CITY").

**RECITALS**

A. On June 6, 1978, the voters of the State of California amended the California Constitution by adding Article XIII A thereto which limited the total amount of property taxes which could be levied on property by local taxing agencies having such property within their territorial jurisdiction to one percent (1%) of full cash value; and

B. Following such constitutional amendment, the California Legislature added Section 99 to the California Revenue and Taxation Code which requires a city seeking to annex property to its incorporated territory and a county affected by such annexation to agree upon an exchange of property taxes which are derived from such property and available to the county and city following annexation of the property to the incorporated territory of the city; and

C. CITY has filed an application with the Sacramento Local Agency Formation Commission requesting its approval of the annexation of approximately 577 acres of real property to CITY ("the Greenbriar Annexation"); and

D. COUNTY and CITY wish to work together to develop a fair and equitable approach to the sharing of real property ad valorem taxes imposed and collected as authorized by the Revenue and Taxation Code in order to encourage sound urban development and economic growth; and

E. COUNTY and CITY are parties to the Natomas Vision Memorandum of Understanding ("the MOU"); and

F. One of the purposes of the MOU is to provide for the fair distribution between the COUNTY and the CITY of revenue generated within areas annexed to the CITY; and

G. The MOU specifies how property tax and other revenue generated within the area subject to the MOU is to be shared; and

H. The purpose of this Agreement is to implement the revenue sharing provisions of the MOU as they pertain to the Greenbriar Annexation; and

I. It is a further purpose of this Agreement to serve as a Property Tax Transfer Agreement pursuant to Section 99 of the California Revenue and Taxation Code.

COUNTY and CITY hereby agree as follows:

Section 1. Definitions. For purposes of this Agreement, the following terms shall have the meanings set forth below:

(a) "Annexation Area" shall mean that portion of the unincorporated area of COUNTY known as the Greenbriar Annexation,

(b) "Annexation Date" shall mean the date specified by the Cortese-Knox-Hertzberg Local Governmental Reorganization Act of 2000 (California Government Code § 56000 et seq.) as the effective date of the Greenbriar Annexation.

(c) "Greenbriar Annexation" shall mean the annexation to the CITY as delineated in Sacramento Local Agency Formation Commission Application Control Number "LAFC 10-05", the annexation of which to CITY is subsequently approved and completed by the Sacramento Local Agency Formation Commission as provided in the Cortese-Knox-Hertzberg Local Governmental Reorganization Act of 2000 (California Government Code § 56000 et seq.).

(d) "Natomas Vision MOU" shall mean the Memorandum of Understanding entered into December 10, 2002, by and between the COUNTY and the CITY which is attached hereto as Exhibit "A".

(e) "Property Tax Revenue" shall mean revenue from "ad valorem real property taxes on real property", as said term is used in Section 1 of Article 13A of the California Constitution and more particularly defined in subsection (c) of Section 95 of the California Revenue and Taxation Code, that is collected from within the Annexation Area, is available for allocation to the City and the County, and is currently allocated to the County General Fund, County Library Fund, Natomas Fire Protection District, and County Road Fund.

(f) "Sales Tax Revenue" shall mean the revenue from the sales and use tax levied and received by the CITY pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law", or any successor statutory provision, that is collected within the Annexation Area.

(g) "Single-Purpose/Regional Tax Generating Land Use" shall mean non-residential land uses which generate Sales Tax Revenue or Transient Occupancy Tax Revenue from businesses attracting customers beyond the residents of the Greenbriar Annexation area such as hotels, motels, auto dealers, shopping malls, and "big box" retail establishments

(h) "Transient Occupancy Tax Revenue" shall mean the CITY general fund share of revenue from any transient occupancy tax levied and received by the CITY pursuant to Revenue and Taxation Code Section 7280, or any successor statutory provision, that is collected within the Annexation Area.

Section 2. General Purpose of Agreement. The general purpose of this Agreement is (a) to devise an equitable exchange of Property Tax Revenue between CITY and COUNTY as required by Section 99 of the California Revenue and Taxation Code and the Natomas Vision MOU and (b) to fairly allocate Sales Tax and Transient Occupancy Tax Revenue collected within the Annexation Area as provided for in the Natomas Vision MOU.

Section 3. Exchange of Property Tax Revenues. On and after the Annexation Date, the COUNTY and CITY shall exchange Property Tax Revenue as follows:

NAME	Available Tax Increment		Annexation Shares
	BEFORE ERAF	ERAFF	
COUNTY LIBRARY	2.223420		2.223420
COUNTY ROADS	0.107840		0.107840
COUNTY GENERAL	47.874900	(26.885783)	20.989117
NATOMAS FIRE	11.285210	(0.010338)	11.274872
Net	61.491370	(26.896121)	34.595249
County Share (50%)			17.297625
City Share (50%)			17.297625

(a) CITY shall receive 17.2976245% of the Property Tax Revenue to be allocated to its General Fund.

(b) COUNTY shall receive 17.2976245% of the Property Tax Revenue to be allocated to its General Fund.

Section 4. Sharing of Sales Tax and Transient-Occupancy Tax Revenues.

(a) If subsequent to the annexation date the CITY rezones any property within the Annexation Area from a residential land use to a Single Purpose/Regional Tax Generating and Use (including any land use generating Transient Occupancy Tax Revenue, the COUNTY and the CITY shall share Sales Tax and Transient Occupancy Tax Revenue as follows:

(i) The COUNTY and the CITY share equally in the Sales Tax and Transient Occupancy Tax Revenue collected with the area of such rezone.

(b) If any property within the Annexation Area is rezoned by the CITY from a residential land use to a Single Purpose/Regional Tax Generating Land Use, the CITY shall provide written notice of such rezoning to the COUNTY within thirty (30) days of the effective date of any such rezoning.

(c) This Sales Tax sharing shall not apply to commercial rezone for land uses directly servicing the Greenbriar Annexation Area such as gas stations, restaurants, and other local commercial establishments.

Section 5. Adjustment of Property Tax Shares. In the event that the COUNTY is entitled to share in any Sales Tax and Transient Occupancy Tax Revenue pursuant to Section 4 of this Agreement, the COUNTY's share of such revenue shall be allocated to the COUNTY by increasing the COUNTY's percentage share of Property Tax Revenue established pursuant to Section 3 of this Agreement in an amount equal to the

COUNTY's share of Sales Tax and Transient Occupancy Tax Revenue. If the COUNTY's share of Sales Tax and Transient Occupancy Tax Revenue is greater than the amount of the CITY's share of Property Tax Revenue, the difference shall be paid by the CITY to the COUNTY within sixty (60) days after the end of the fiscal year in which the Sales Tax and Transient Occupancy Tax Revenue was collected.

Section 6. Exchange by County Auditor. COUNTY and CITY further agree that all of the exchanges of Property Tax Revenue required by this Agreement shall be made by the County Auditor.

Section 7. Dispute Resolution.

(a) Inadmissibility. Should any disputes arise as to the performance of this Agreement, COUNTY and CITY agree to the dispute resolution process as set forth below. All conduct, testimony, statements or other evidence made or presented during the meeting described in subsection (b) below shall be confidential and inadmissible in any subsequent arbitration proceedings brought to prove liability for any claimed breach or damages which are the subject of the dispute resolution process.

(b) Initiation of Process. COUNTY or CITY may initiate the dispute resolution process by submitting written notification to the other of a potential dispute concerning the performance of this Agreement. This written notification shall include all supporting documentation, shall state what is in dispute, and shall request a meeting between the County Executive and the City Manager or their respective designees. The purpose of this meeting shall be to ascertain whether a resolution of the disagreement is possible without third party intervention. This meeting shall be scheduled to take place within thirty (30) working days of receipt of the written notification of the dispute. At the meeting, the respective representatives of the COUNTY and the CITY shall attempt to reach an equitable settlement of the disputed issue(s).

(c) Binding Arbitration. If the meeting provided for in subsection (b) of this Section fails to fully resolve the disagreement, the matter shall then be submitted by either party to the American Arbitration Association ("Arbitrator") to appoint a single, neutral arbitrator for a decision. The arbitration shall be conducted pursuant to the procedures set forth in Chapter 3 (commencing with Section 1282) of Title 9 of the California Code of Civil Procedure. The decision of the Arbitrator shall be controlling between the CITY and the COUNTY and shall be final. Except as provided in Code of Civil Procedure Sections 1286.2 and 1286.4, neither party shall be entitled to judicial review of the Arbitrator's decision. The party against whom the award is rendered shall pay any monetary award and/or comply with any other order of the Arbitrator within sixty (60) days of the entry of judgment on the award.

(d) Costs. The parties shall share equally in the costs and fees associated with the Arbitrator's fees and expenses. At the conclusion of the arbitration, the prevailing party, as determined by the Arbitrator, shall be entitled to reimbursement by the other party for the Arbitrator's fees and the Arbitrator's expenses incurred in connection with the arbitration. The awarded arbitrator's fees and expenses shall be remitted to the party whose position is upheld within thirty (30) days of the Arbitrator's decision. Each party shall bear its own costs, expenses and attorney's fees and no

party shall be awarded its costs, expenses, or attorney's fees incurred in the dispute resolution process.

Section 8. Mutual Defense of Agreement. If the validity of this Agreement is challenged in any legal action by a party other than COUNTY or CITY, then COUNTY and CITY agree to defend jointly against the legal challenge and to share equally any award of costs, including attorneys fees, against COUNTY, CITY, or both.

Section 9. Waiver of Retroactive Recovery. If the validity of this Agreement is challenged in any legal action brought by either CITY or any third party, CITY hereby waives any right to the retroactive recovery of any City Property Tax Revenues exchanged pursuant to this Agreement prior to the date on which such legal action is filed in a court of competent jurisdiction. The remedy available in any such legal action shall be limited to a prospective invalidation of the Agreement.

Section 10. Modification. The provision of this Agreement and all of the covenants and conditions set forth herein may be modified or amended only by a writing duly authorized and executed by both the COUNTY and CITY.

Section 11. Reformation. COUNTY and CITY understand and agree that this Agreement is based upon existing law, and that such law may be substantially amended in the future. In the event of an amendment of state law which renders this Agreement invalid or inoperable or which denies any party thereto the full benefit of this Agreement as set forth herein, in whole or in part, then COUNTY and CITY agree to renegotiate the Agreement in good faith.

Section 12. Effect of Tax Exchange Agreement. This Agreement shall be applicable solely to the Greenbriar Annexation and does not constitute either a master tax sharing agreement or an agreement on property tax exchanges which may be required for any other annexation to the CITY, nor does it alter or enlarge any revenue sharing obligations of the City by way of incorporation on July 1, 2000.

Section 13. Entire Agreement. With respect to the subject matter hereof only, this Agreement supersedes any and all previous negotiations, proposals, commitments, writings, and understandings of any nature whatsoever between COUNTY and CITY except as otherwise provided herein.

Section 14. Notices. All notices, requests, certifications or other correspondence required to be provided by the parties to this Agreement shall be in writing and shall be personally delivered or delivered by first class mail to the respective parties at the following addresses:

COUNTY

County Executive  
County of Sacramento  
700 H Street, Room 7650  
Sacramento, CA 95814

CITY

City Manager  
City of Sacramento  
915 "I" Street, 5th Floor  
Sacramento, CA 95814

Notice by personal delivery shall be effective immediately upon delivery. Notice by mail shall be effective upon receipt or three days after mailing, whichever is earlier.

Section 14. Approval, Consent, and Agreement. Wherever this Agreement requires a party's approval, consent, or agreement, the party shall make its decision to give or withhold such approval, consent or agreement in good faith, and shall not withhold such approval, consent or agreement unreasonably or without good cause.

Section 15. Construction of Captions. Captions of the sections of this Agreement are for convenience and reference only. The words in the captions in no way explain, modify, amplify, or interpret this Agreement.

**IN WITNESS WHEREOF**, the parties hereto have executed this Agreement in the county of Sacramento, State of California, on the dates set forth above.

COUNTY OF SACRAMENTO, a political subdivision of the State of California

By \_\_\_\_\_  
Chairperson of the Board of Supervisors

(SEAL)

ATTEST: \_\_\_\_\_  
Clerk of the Board of Supervisors

Approved As to Form:

\_\_\_\_\_  
County Counsel

CITY OF SACRAMENTO, a charter city

By: \_\_\_\_\_  
City Manager

(SEAL)

ATTEST: \_\_\_\_\_  
City Clerk

Approved As to Form:

\_\_\_\_\_  
City Attorney

## **ATTACHMENT 6 - FINANCE PLAN RESOLUTION**

### **RESOLUTION NO.**

Adopted by the Sacramento City Council

### **ADOPTING THE GREENBRIAR FINANCING PLAN (M05-046 / P05-069)**

#### **BACKGROUND**

- B. On May 3, 1994, the City Council approved and adopted the North Natomas Community Plan by Resolution No. 94-259;
- C. On August 9, 1994, the City Council approved and adopted the North Natomas Finance Plan ("NNFP") by Resolution No. 94.495. The Financing Plan set forth the methods by which infrastructure required by the North Natomas Community Plan will be funded.
- D. On June 11, 2002, the City Council approved and adopted the North Natomas Nexus Study and Financing Plan 2002 Update by Resolution 2002-373.
- E. A working group consisting of City staff, North Natomas landowners, and various consultants and interested parties, has reviewed drafts of the Greenbriar Finance Plan and the proposed new fees.

#### **BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:**

Section 1. The City Council hereby finds as follows:

- (a) The recitals set forth above are true and correct and are incorporated herein by reference as findings.
- (b) The Greenbriar Financing Plan sets forth a rational, fair and equitable method by which the cost of necessary public infrastructure in the Greenbriar is to be allocated to the various land uses.
- (c) The Greenbriar Finance Plan properly and reasonably allocates the burden of financing Greenbriar public infrastructure among development projects within the Greenbriar area. The burden is allocated in a manner that achieves proper proportionality in light of those impacts that may reasonably be anticipated from those projects.
- (d) The Greenbriar Finance Plan: (i) properly and reasonably identifies the purpose of the revised fees and their intended use; (ii)

establishes a reasonable relationship between the fee and the development on which the fee is imposed; (iii) establishes a reasonable and rational relationship between the need for the public infrastructure and the type of development activity on which the fee is imposed; and (iv) forms the basis for the further finding that the imposition of the revised fees described therein is necessary in order to protect the public health, safety and welfare within the Greenbriar Finance Plan area and the City.

- (e) The Greenbriar Finance Plan may be revised over time under future circumstances in order to achieve the purposes and policies of the North Natomas Community Plan.
  - (f) The findings, conclusions, and methodologies set forth in the Greenbriar Financing Plan are consistent with the North Natomas Community Plan and the North Natomas Finance Plan.
- Section 2. The Greenbriar Finance Plan, and other supporting data referred to in the Greenbriar Finance Plan integral to the conclusions reached therein, are hereby approved and adopted. A copy of the Greenbriar Finance Plan shall remain on file with the City Clerk.
- Section 3. The Greenbriar Finance Plan, the document which specifies the infrastructure needed and cost estimates on which development within the Greenbriar area is based, is hereby approved and adopted.

**Table of Contents:**

Exhibit A      Greenbriar Finance Plan

Exhibit A - Greenbriar Finance Plan



Economic &  
Planning Systems  
INC.  
Sacramento, CA  
Sacramento, CA  
(916) 855-0300

**DRAFT REPORT**

**GREENBRIAR PUBLIC FACILITIES FINANCING PLAN**

Prepared for:

The City of Sacramento

Prepared by:

Economic & Planning Systems, Inc.

August 14, 2007

EPS #15500

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- Appendix F: Mainline Freeway-Widening Opinion of Probable Costs

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## I. INTRODUCTION AND SUMMARY

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### INTRODUCTION

The Greenbriar Financing Plan identifies all backbone infrastructure improvements, public facilities, and administrative costs needed to serve the proposed land uses in the Greenbriar Planned Unit Development (Project). Adoption of the Financing Plan by the City of Sacramento (City) would ensure that facilities necessary to serve the project site are appropriately funded and would be in place in time to meet project demands. The Financing Plan includes improvements to roadways, sewer, water, drainage, parks, landscaping, schools, fire, police, library and transit and describes the costs and financing mechanisms that will be used to create these improvements in a timely manner.

The Financing Plan is designed to achieve the following goals:

- Identify ways to finance construction of infrastructure through public and private financing;
- Utilize existing City, Sacramento County (County), and Special District fee programs to the extent possible;
- Make maximum use of "pay-as-you-go" mechanisms;
- Make appropriate use of municipal debt financing mechanisms;
- Build in flexibility to allow response to market conditions; and
- Provide developer funding for appropriate facilities.

### SUMMARY

#### OVERVIEW OF FINANCING STRATEGY

Buildout of Greenbriar will require the construction of roadway, sewer, water, drainage, and a variety of other public facilities. Cost estimates for required backbone infrastructure and other public facilities have been derived from a combination of available preliminary engineering data provided by Wood Rodgers in the Greenbriar Capital Improvement Program (CIP) Cost Estimate dated August 2007, as well as by using data from the City, EPS, and other sources (see Appendices A and F for detailed cost estimates).

Table 1 summarizes the total cost of backbone infrastructure and other public facilities required to serve Greenbriar. At buildout, backbone and other public facilities are

**DRAFT**

**Table 1**  
**Greenbriar Public Facilities Financing Plan**  
**Summary of Estimated Backbone Infrastructure and Public Facilities Costs - 2007 \$**

Facility	Reference	Estimated Total Cost
<b>Roadways</b>		
Onsite	Greenbriar CIP Appendix D	\$10,644,570
Offsite		\$20,754,116
<b>Subtotal Roadways</b>		<b>\$31,408,686</b>
<b>Wastewater</b>		
Onsite	Greenbriar CIP Appendix D	\$3,888,928
Offsite		\$2,681,876
<b>Subtotal Wastewater</b>		<b>\$6,468,803</b>
<b>Water</b>		
Onsite	Greenbriar CIP Appendix D	\$5,572,325
Offsite		\$4,225,600
<b>Subtotal Water</b>		<b>\$9,797,925</b>
<b>Storm Drainage</b>		
Onsite	Greenbriar CIP Appendix D & E	\$12,511,968
Offsite		\$1,707,750
CFD No. 97-01 Buy-In [1]		\$2,211,298
Less Creditable Facilities [2]		(\$1,707,750)
<b>Subtotal Storm Drainage</b>		<b>\$15,793,264</b>
<b>Landscaping, Trails, and Soundwalls</b>		
Onsite	Greenbriar CIP Appendix D	\$8,862,441
Offsite		\$0
<b>Subtotal Landscaping, Trails, and Soundwalls</b>		<b>\$8,862,441</b>
<b>Schools</b>	Table A-1	<b>\$41,587,487</b>
<b>Neighborhood/ Community Parks</b>	Table A-2	<b>\$14,201,204</b>
<b>Regional Park</b>	Table A-3	<b>\$3,351,373</b>
<b>Library</b>	Table A-4	<b>\$1,780,585</b>
<b>Transit</b>	Table A-5	<b>\$2,432,719</b>
<b>Mainline Freeway</b>	Table A-6	<b>\$1,135,904</b>
<b>Fire Facilities</b>	Table A-7	<b>\$1,521,496</b>
<b>Police Facilities</b>	Table A-8	<b>\$2,483,553</b>
<b>Community Center</b>	Table A-9	<b>\$830,132</b>
<b>Bikeways and Shuttles</b>	Table A-10	<b>\$530,713</b>
<b>Administration [3]</b>		<b>\$403,673</b>
<b>Total</b>		<b>\$166,269,535</b>

Source: Wood Rodgers Greenbriar CIP dated February 2007, and EPS

[1] Includes \$2,211,298 payment for benefit for facilities constructed by CFD 97-01. See Appendix E.

[2] Assumes that offsite drainage facilities which benefit RD 1500 are creditable against the 97-01 Buy-In.

[3] A 2-percent fee will be charged for the administration of the Greenbriar fee.

Draft Report  
Greenbriar Public Facilities Financing Plan  
August 14, 2007

estimated to cost approximately \$150.3 million (2002 \$). This figure does not include the costs of in-tract and other subdivision-specific improvements, which will be privately financed. The detailed tables which describe each of these infrastructure items are included in the Greenbriar CIP prepared by Wood Rodgers in August, 2007 (see Appendix D of this report). The detailed calculation of the mainline freeway contribution is shown in Appendix F. The detailed cost estimates of other public facilities are found in Appendix A.

**Table 2** shows the financing sources used to fund backbone infrastructure and other public facilities for the Greenbriar Project. As shown, the major infrastructure required for development to proceed in the Greenbriar Project will be funded through a combination of public and private financing. Fees (i.e., City, County, Special District, and/or Plan Area fees) will be used to fund required facilities when possible. The City and Special Districts serving the Project have established development impact fee programs to fund a portion of the road, sewer, water, drainage, police, and park facilities. For most of the backbone infrastructure, the developer will construct the facilities and will be reimbursed through Mello-Roos Community Facilities District (CFD) bond proceeds and/or receive appropriate fee credits.

The cost of any public facilities not funded through existing or future fees, or through bond financing will be paid by the project developer.

Bond financing likely will be needed to help fund those items required during the early years of development, as well as at other strategic times when development impact fees are not able to timely fund the necessary facilities required for new development. However, debt financing will be limited to prudent levels and shall be consistent with State and City guidelines.

School facilities will be funded through school mitigation fees and possibly through other funding sources including the State School Building Program, local general obligation bonds, and developer funding. It is anticipated that local General Obligation bonds will provide the required advance funding to assure timely school construction.

It is expected that costs will change over time and therefore each funding mechanism should include a method for adjusting the amount of funding to reflect current costs at the time of construction. At any stage, smaller subareas may develop, depending on the financing capacity of the area, development plans, and market conditions.

**DRAFT**

**Table 1**  
**Greenbriar Public Facilities Financing Plan**  
**Estimated Infrastructure Costs and Sources of Funding - 2017\***

Item	Total Estimated Cost	Source of Funds			Other Development Projects II	Total Government Capital Funds	Local Government Capital Funds	State School Facility Bonds
		General Revenue Bonds	General Obligation Bonds	Capital Improvement Fund				
Residential	\$10,840,613	\$8,300,232	\$1,140,362	\$100,000	\$1,100,646	\$1,100,646	\$1,100,646	\$1,100,646
Single Family	\$7,740,118	\$6,240,232	\$110,000	\$100,000	\$1,100,646	\$1,100,646	\$1,100,646	\$1,100,646
Suburban Residential	\$3,100,495	\$2,060,000	\$100,000	\$100,000	\$1,100,646	\$1,100,646	\$1,100,646	\$1,100,646
Westmoreland	\$2,000,000	\$1,030,000	\$100,000	\$100,000	\$1,100,646	\$1,100,646	\$1,100,646	\$1,100,646
Total	\$10,840,613	\$8,300,232	\$1,140,362	\$100,000	\$1,100,646	\$1,100,646	\$1,100,646	\$1,100,646
Subtotal Residential	\$10,840,613	\$8,300,232	\$1,140,362	\$100,000	\$1,100,646	\$1,100,646	\$1,100,646	\$1,100,646
Westmoreland Total	\$2,000,000	\$1,030,000	\$100,000	\$100,000	\$1,100,646	\$1,100,646	\$1,100,646	\$1,100,646
Westmoreland Subtotal	\$2,000,000	\$1,030,000	\$100,000	\$100,000	\$1,100,646	\$1,100,646	\$1,100,646	\$1,100,646
Year 31	\$10,840,613	\$8,300,232	\$1,140,362	\$100,000	\$1,100,646	\$1,100,646	\$1,100,646	\$1,100,646
Civic	\$4,265,500	\$4,265,500	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$6,775,113	\$6,775,113	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal Civic	\$11,040,613	\$8,300,232	\$1,140,362	\$100,000	\$1,100,646	\$1,100,646	\$1,100,646	\$1,100,646
Subtotal Other	\$11,040,613	\$8,300,232	\$1,140,362	\$100,000	\$1,100,646	\$1,100,646	\$1,100,646	\$1,100,646
Subtotal Civic and Other	\$11,040,613	\$8,300,232	\$1,140,362	\$100,000	\$1,100,646	\$1,100,646	\$1,100,646	\$1,100,646
Subtotal Residential, Civic, and Other	\$21,881,226	\$16,600,464	\$2,280,724	\$200,000	\$2,200,282	\$2,200,282	\$2,200,282	\$2,200,282
Subtotal	\$21,881,226	\$16,600,464	\$2,280,724	\$200,000	\$2,200,282	\$2,200,282	\$2,200,282	\$2,200,282
Subtotal Community Needs	\$21,881,226	\$16,600,464	\$2,280,724	\$200,000	\$2,200,282	\$2,200,282	\$2,200,282	\$2,200,282
Regional Park	\$1,351,314	\$1,351,314	\$0	\$0	\$0	\$0	\$0	\$0
Library	\$1,768,604	\$1,768,604	\$0	\$0	\$0	\$0	\$0	\$0
Fire	\$2,420,714	\$2,420,714	\$0	\$0	\$0	\$0	\$0	\$0
Medical Property	\$1,170,004	\$1,170,004	\$0	\$0	\$0	\$0	\$0	\$0
Fire Facilities	\$1,021,664	\$1,021,664	\$0	\$0	\$0	\$0	\$0	\$0
Police Facilities	\$2,421,664	\$2,421,664	\$0	\$0	\$0	\$0	\$0	\$0
Commercial Centers	\$1,625,324	\$1,625,324	\$0	\$0	\$0	\$0	\$0	\$0
Bioswales & Stormwater	\$400,713	\$400,713	\$0	\$0	\$0	\$0	\$0	\$0
Administrations [4]	\$400,871	\$400,871	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$16,600,464	\$16,600,464	\$2,280,724	\$200,000	\$2,200,282	\$2,200,282	\$2,200,282	\$2,200,282
Subtotal Civic and Other	\$16,600,464	\$16,600,464	\$2,280,724	\$200,000	\$2,200,282	\$2,200,282	\$2,200,282	\$2,200,282
Subtotal Residential, Civic, and Other	\$38,481,689	\$38,481,689	\$4,561,448	\$400,000	\$4,581,448	\$4,581,448	\$4,581,448	\$4,581,448
Subtotal	\$38,481,689	\$38,481,689	\$4,561,448	\$400,000	\$4,581,448	\$4,581,448	\$4,581,448	\$4,581,448
Subtotal Community Needs	\$38,481,689	\$38,481,689	\$4,561,448	\$400,000	\$4,581,448	\$4,581,448	\$4,581,448	\$4,581,448
Subtotal All	\$76,963,378	\$76,963,378	\$9,122,896	\$800,000	\$9,142,896	\$9,142,896	\$9,142,896	\$9,142,896

- [1] Includes infrastructure costs for all four phases with no change in project as shown in "Table B".  
[2] Total of all residential and non-residential projects as detailed in "Table B".  
[3] Includes Regional Park Project.  
[4] A separate line will be charged for the administration of the construction fee.

Source: County

Source: County for Landfill Project

## DEFINITIONS OF INFRASTRUCTURE IN THE FINANCING PLAN

Many people tend to use the term backbone infrastructure for all publicly owned facilities. The Financing Plan will use the following definitions to more precisely define the items listed here.

- **Backbone Infrastructure:** This term includes most of the essential public service-based items that are underground or on the surface. It includes roads, water, sewer, drainage, recycled water, levees, erosion control and dry utilities. Backbone infrastructure is sized to serve numerous individual development projects in the Greenbriar and in some cases serves the broader region's development areas.
- **Public Facilities:** This term includes parks, schools, libraries, fire stations and equipment, police facilities and equipment, public buildings, and open space. This group of items provides amenities to the Project (park facilities and libraries) or houses employees providing services to the area (police, fire, public administration).
- **Facilities:** This term is used in the Financing Plan to generically include a combination of Backbone Infrastructure and Public Facilities, when a precise breakdown is not required.
- **Subdivision Specific Infrastructure:** This group of improvements includes three subsets: frontage improvements, subdivision improvements, and off-site secondary road improvements.
  - **Frontage improvements** include frontage roads, sound wall, and landscape corridors bordering a subdivision.
  - **Subdivision improvements** include in-tract improvements (roads, sewer, water, drainage, recycled water, erosion control and dry utilities) that are in a subdivision project. These improvements are funded privately and the costs of these improvements are not estimated in the Finance Plan. The development community considers these costs in their private financing structure as "Lot Costs."
  - **Secondary Road Improvements.** These improvements refer to subdivision-specific infrastructure essential to developing each landowner's property. These two-lane collectors connect several subdivisions to arterial roads and are typically paid for by the development project adjacent to the collector road. Secondary Road Improvements are included in the Development Agreement (D.A.) or conditions of approval requirements because a development project may be required to build a segment of road for another project if that other project is not being developed at that time (off-site from the subdivision).

project). Because these improvements are privately funded, they are not included in the costs described in the Financing Plan. Please note that Secondary Road Improvements include all other water, sewer, and drainage improvements underneath the road.

## FINANCING STRATEGY AND IMPLEMENTATION

### **Financing Strategy**

The strategy of the Financing Plan is to do as follows:

- Fully fund or construct all backbone infrastructure and other public facilities needed to serve the entire Project;
- Implement Greenbriar Fee;
- Phase backbone infrastructure and other public facility improvements to ensure they are constructed when necessary for new development and when funds are available to construct such public improvements;
- Permit the use of land-secured bond debt financing programs to provide up-front financing for necessary backbone infrastructure and other public facilities when other funding sources are unavailable to provide sufficient funds concurrent with development demands;
- Use, when available, existing City and other agency fee programs to fund backbone infrastructure and other public facilities; and
- Ensure financing mechanisms are flexible to accommodate different combinations of infrastructure timing and funding requirements.

### **Financing Plan Implementation**

Implementation of the Financing Plan would take place following the City's approval of the Financing Plan. The City will administer implementation of the Financing Plan, which will include the following actions:

- When appropriate, update relevant existing fee programs to include Greenbriar land uses and facilities;
- Form Mello-Roos CFD for infrastructure;
- Form Mello-Roos CFD for Park maintenance and other services;
- Annex to North Natomas TMA or other TMA; and
- Adopt cost-sharing agreements for funding of shared infrastructure with North Natomas Community Plan (NNCP), Metro Air Park (MAP), Elverta Specific Plan (ESP), and the County.

The Financing Plan will need to be periodically updated to account for changes in land use, infrastructure project or cost information, or funding sources. Changes in the Financing Plan should be re-evaluated within the context of the overall financing strategy to ensure required funding is available when needed.

## **ORGANIZATION OF THE REPORT**

In addition to this introduction and summary chapter, the Financing Plan contains the following information:

- **Chapter II** summarizes the proposed land uses;
- **Chapter III** identifies the backbone infrastructure and other public facility costs and phasing;
- **Chapter IV** identifies the infrastructure financing strategy and likely funding sources;
- **Chapter V** identifies the financial feasibility of the Financing Plan;
- **Chapter VI** identifies the services and ongoing operation and maintenance cost funding sources, and
- **Chapter VII** outlines implementation of the Financing Plan.

## II. LAND USE

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### LAND USE ASSUMPTIONS

The 577-acre Greenbriar Project is envisioned as a mixed-use, Transit Oriented Development (TOD). The site sits adjacent to the north edge of Interstate 5 and west of State Route 99, bound by Elkhorn Boulevard to the north and MAP to the west. The Project is located just west of the currently-developing NNCP. Map 1 shows the regional location of the project.

Map 2 shows Greenbriar's land use diagram, which is summarized in Table 3. This land use information is based on the Greenbriar Illustrative Tentative Subdivision Map dated May 2, 2005, prepared by Wood Rodgers. As shown, the dominant land use of the project is medium-density residential units. These units are planned as several unit-types, as shown in Table 4. The medium-density units will be constructed as detached units on small- and medium-sized lots, as well as "cluster" units, "zipper" units, and townhomes. In total, there are 1,504 medium-density residential units planned on 106.0 acres.

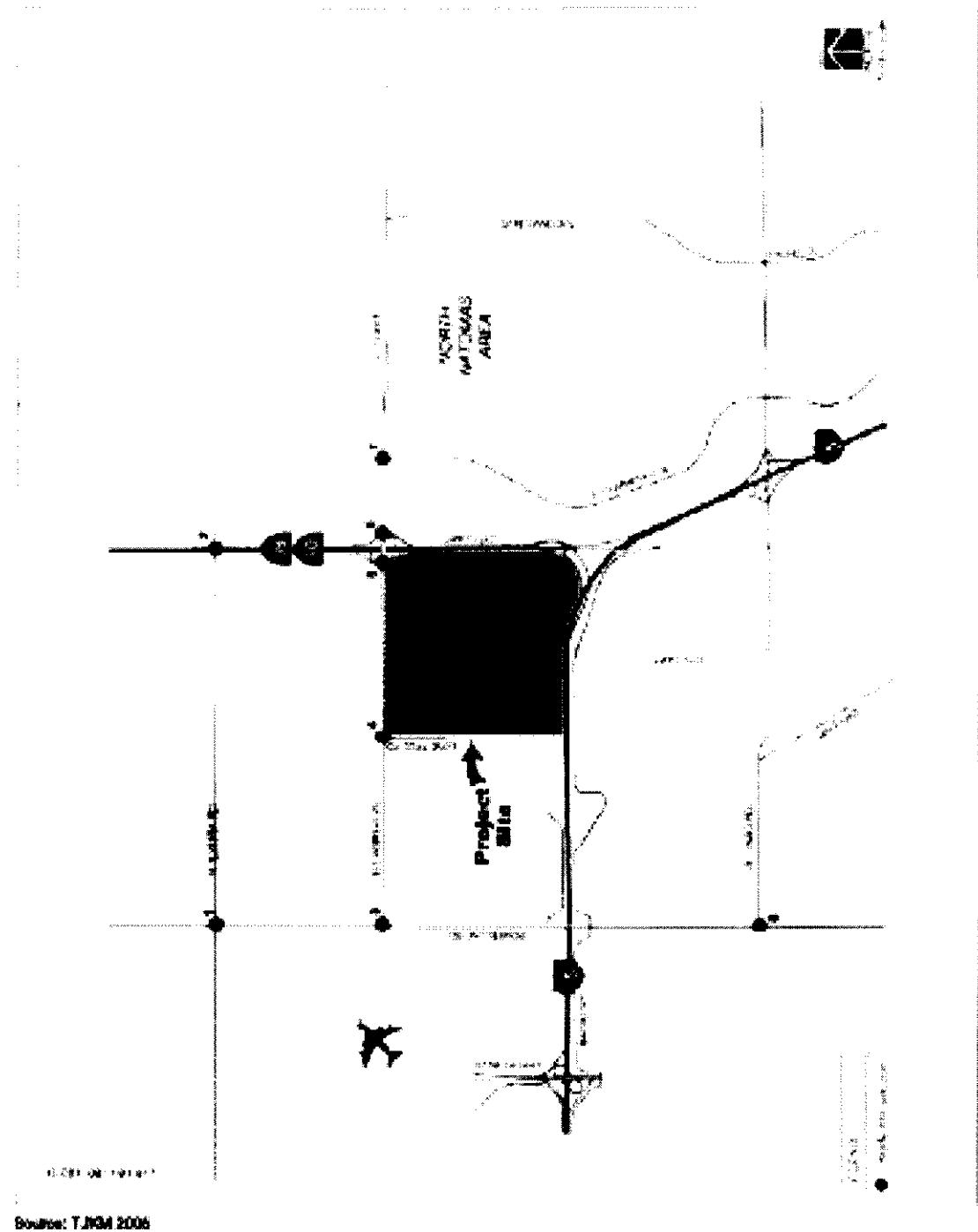
The land-use program also allows for 993 low-density single-family residential units on 127.2 gross acres,<sup>1</sup> and a total of 430 high-density units on 52.0 gross acres, of which 240 units will be seniors-only housing.

In addition to residential use, the site is envisioned as containing approximately 33.3 gross acres of commercial use. The remaining 176.8 acres are reserved for public facilities such as parks, an elementary school, open space, light rail corridor, lake, and roadways.

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<sup>1</sup> Gross developable acreage is the total area identified on the planned unit development (PUD) diagram for each land use. The net acreage used in this analysis excludes major roadway and other public rights of way made of each subdivision, which will be dedicated as the subdivisions are created.

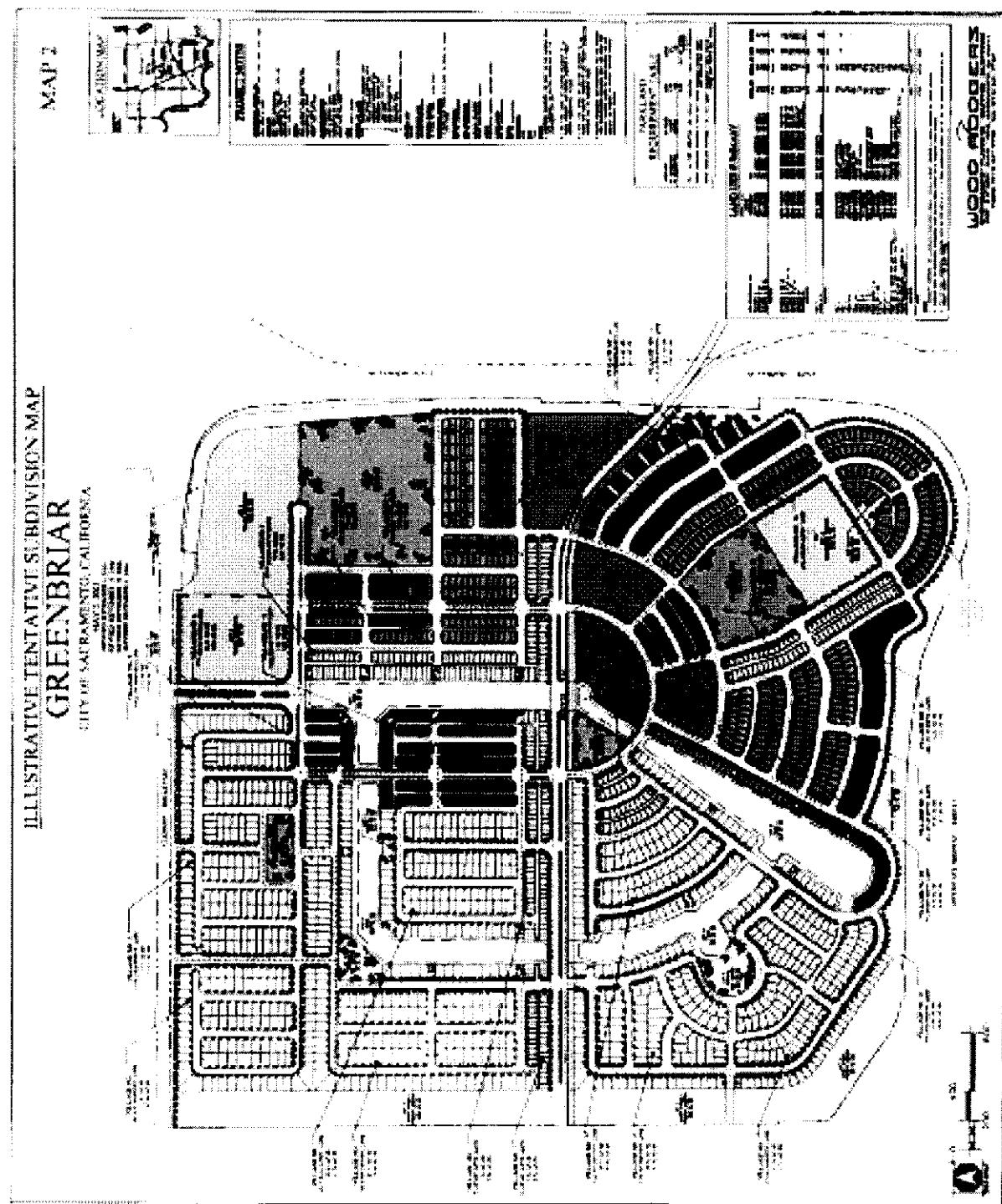
**Map 1**  
**Greenbriar Project Vicinity**



EBAW  
Transportation and Circulation

Greenbriar Development Project DEIR  
City of Sacramento and Sacramento LAFCo

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**Table 3**  
**Greenbriar Public Facilities Financing Plan**  
**Land Use Summary**

Item	Gross Developable Acreage	Net Acreage	Residential Units	Commercial Sq. Ft.
	[1]			
<b>Developable Land Uses</b>				
<b>Residential</b>				
Low-Density Residential	174.6	127.2	693	-
Medium-Density Residential	167.2	108.0	1,504	-
High-Density Residential (Standard)	10.3	8.7	180	-
High-Density Residential (Comm. Commercial) [2]	included below	included below	25	-
High-Density Residential (Senior)	11.0	9.0	240	-
<b>Subtotal Residential</b>	<b>363.1</b>	<b>263.9</b>	<b>2,952</b>	<b>-</b>
<b>Commercial</b>				
Village Commercial	30.4	27.3	0	297,287
Community Commercial [2]	8.7	8.0	0	65,340
<b>Subtotal Commercial</b>	<b>37.1</b>	<b>33.3</b>	<b>0</b>	<b>362,637</b>
<b>Subtotal Developable Land Uses</b>	<b>400.2</b>	<b>297.2</b>	<b>2,952</b>	<b>362,637</b>
<b>Public Facilities/Other</b>	<b>178.8</b>	<b>289.8</b>	<b>0</b>	<b>-</b>
<b>Total</b>	<b>577.0</b>	<b>577.0</b>	<b>2,952</b>	<b>362,637</b>

Source: Greenbriar Illustrated Tentative Map dated December, 2006; and EPS.

[1] Gross Developable Acreage is the area defined in the PUD Land Use Diagram for each specific land use. Net Acreage excludes minor roadway and other public right of ways within individual subdivisions which will be dedicated as the subdivisions are created.

[2] Community Commercial parcels includes 25 residential units.

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**Table 4**  
**Greenbriar Public Facilities Financing Plan**  
**Land Use Detail**

Land Use	Gross Developable Acreage [1]	Net Acreage [1]	Residential Units [1] per acre size	Commercial Sq. Ft. [2]
<b>RESIDENTIAL</b>				
<b>Low-Density Residential</b>				
Low-Density Residential (60' x 100')	24.7	18.6	113	8.1
Low-Density Residential (85' x 100')	43.2	32.1	233	13.3
Low-Density Residential (90' x 100')	57.2	41.0	340	15.2
Low-Density Residential (45' x 100')	49.5	35.2	207	8.7
<b>Subtotal Low-Density Residential</b>	<b>174.6</b>	<b>127.2</b>	<b>993</b>	-
<b>Medium-Density Residential</b>				
Medium-Density Residential (40' x 90'-F)	30.8	21.0	232	11.8
Medium-Density Residential (40' x 90'-A)	32.0	20.1	217	10.8
Medium-Density Residential (35' x 80'-A)	36.8	23.0	218	14.1
Medium-Density Residential (35' x 70'-F)	23.5	14.8	232	18.7
Medium-Density Residential (30' x 70'-A)	24.2	13.6	245	18.0
Medium-Density Residential (Cluster)	12.8	9.0	136	14.3
Medium-Density Residential (Townhomes)	8.1	5.1	104	23.4
<b>Subtotal Medium-Density Residential</b>	<b>167.2</b>	<b>108.0</b>	<b>1,504</b>	-
<b>High-Density Residential (Standard)</b>	<b>10.3</b>	<b>9.7</b>	<b>193</b>	<b>23.0</b>
<b>High-Density Residential (Senior)</b>	<b>11.0</b>	<b>9.0</b>	<b>240</b>	<b>20.8</b>
<b>TOTAL RESIDENTIAL</b>	<b>363.1</b>	<b>253.9</b>	<b>2,927</b>	-
<b>COMMERCIAL [2]</b>				
Wage Commercial	20.4	27.3	-	297,297
Community Commercial	8.7	8.0	25	42
<b>SUBTOTAL COMMERCIAL</b>	<b>37.1</b>	<b>35.3</b>	<b>25</b>	<b>297,340</b>
<b>SUBTOTAL DEVELOPABLE</b>	<b>400.2</b>	<b>287.2</b>	<b>2,952</b>	-
<b>Public Facilities/Other</b>				
Elementary School	11.1	10.0	-	-
Neighborhood Park	16.5	14.3	-	-
Community Park	32.6	21.0	-	-
Private Park	3.8	2.2	-	-
Private Rec. Center	4.9	3.0	-	-
Lake	40.0	40.0	-	-
Open Space/Buffer	58.7	37.8	-	-
Light Rail Corridor	5.1	5.7	-	-
Landscape Corridor	-	2.0	-	-
Open Space/Pedestrian Plaza	-	2.4	-	-
Elliott Boulevard & Major Way	14.5	14.8	-	-
Local Residential Streets	-	115.0	-	-
<b>Subtotal Public Facilities/Other</b>	<b>176.8</b>	<b>269.0</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>577.8</b>	<b>577.0</b>	<b>2,952</b>	<b>-</b>

\* Land Use Area = Gross Developable Acreage + Open Space/Buffer + Landscape Corridor + Open Space/Pedestrian Plaza + Elliott Boulevard & Major Way + Local Residential Streets.

Source: Greenbriar Illustrated Tentative Map dated December 2006, and EPG.

[1] For large lot parcels, Gross Developable Acreage is the area defined in the Planned Unit Development Land Use Diagram for each specific land use. Net Acreage excludes minor roadway and other public right-of-ways in individual subdivisions that will be dedicated as the subdivisions are created.

[2] Assumes a 0.25 frontage ratio.

### III. INFRASTRUCTURE FACILITY COSTS AND PHASING

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Buildout of the Project will require construction of roadway, sewer, water, drainage, and a variety of other public facilities. This chapter discusses all of the required public facilities and provides the estimated costs (in 2007 \$) associated with each. In addition, this chapter also discusses the phasing of required backbone infrastructure and other public infrastructure facilities.

**Table 1** summarizes the costs (in 2007 \$) of backbone infrastructure and other public facilities required for the Project. At buildout, backbone infrastructure and other public facility costs will total approximately \$150.3 million (in 2007 \$). As discussed earlier in this report, a variety of financing sources will be used to fund required backbone infrastructure and other public facilities. Detailed cost estimates for each infrastructure type are contained in Appendices A, and E of this report.

#### PHASING OF DEVELOPMENT

Most backbone infrastructure and public facilities will be installed at the outset of development of the Project. Initial facilities will be constructed to serve Greenbriar development north of Meister Boulevard. Additional facilities will be constructed later in the development process to serve the area south of Meister Boulevard when development begins in that area. These items are defined as "Additional Facilities." The timing of the construction of these Additional Facilities will depend on absorption of the Project. These Additional Facilities will be required only once the level of service demands of the Project increase as the Project builds out. These items are to be built before certain timing triggers to be determined by the City.

**Table 5** lists Additional Facilities that may be constructed during later phases of development of the Project. Future versions of this report may describe the actual timing after discussion and negotiation between the City, project developer, and other participants.

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**Table 5**  
**Greenbriar Public Facilities Financing Plan**  
**Projected Cost of Phased Infrastructure Costs - 2007 \$**

<b>Additional Facilities</b>	<b>Description</b>	<b>Infrastructure Cost</b>
<b>On-site Roadway Signalization</b>		
S3	Intersection of Meister Way and Street 57	\$405,000
<b>Offsite Roadway</b>		
<b>Eikhorn Blvd.</b>		
R22.1	Lone Tree Rd. to Eikhorn Blvd./Hwy. 99 Interchange	\$1,068,156
R22.2	Eikhorn Intersection Widening - Eikhorn at Lone Tree	\$32,400
<b>Meister Way</b>		
R2.2	Street 28 to East Side of Hwy. 99	\$5,273,936
R2.3	East Side of Hwy. 99 Overcrossing to East Commerce Way	\$105,272
R2.4	Meister Way at Metro Air Parkway	\$27,000
R2.5	Meister Way at Lone Tree Road	\$33,750
<b>Freeway Interchanged/Intersection</b>		
R21.1	I-5 & Metro Air Park Drive Northbound Off Ramp	\$141,750
R23.1	I-5 & Metro Air Park Drive Southbound Off Ramp	\$141,750
R24.1	I-5 & Metro Air Park Drive Southbound On Ramp	\$639,900
<b>Intersection</b>		
R4.3	East Commerce & Meister Way Intersection Improvements	\$530,250
<b>Freeway Segment</b>		
R25.1	Interstate 5 Widening (Assumes 10% Fair Share)	\$263,250
<b>Signalization</b>		
S4	Meister Way & Street 36	\$405,000
<b>Offsite Water</b>		
W1.3	Eikhorn Blvd. from Hwy. 99 to Nejomes Blvd.	\$668,520
<b>On-site Drainage</b>		
D1.4	42" Drain Pipe	\$150,548
D1.5	42" Drain Pipe	\$63,319
D1.6	36" Drain Pipe	\$85,848
D1.8	42" Drain Pipe	\$210,967
D1.9	48" Drain Pipe	\$66,013
D1.10	54" Drain Pipe	\$242,910
D1.11	48" Drain Pipe	\$110,491
D1.12	42" Drain Pipe	\$236,550
D1.13	48" Drain Pipe	\$251,224
D1.14	42" Drain Pipe	\$192,161
<b>Landscaping, Trails, and Soundwalls</b>		
L3.2	Phase 2 Freeway Buffer Lushscape Corridor - South of Meister Way	\$2,504,471
L5.1	Infill Landscaping for LRT/RW Corridor	\$546,480
SW-2.2	Perimeter Soundwalls - Phase 2 Lone Tree Canal (6')	\$121,504
SW-3.2	Perimeter Soundwalls - Phase 2 Highway 99 + I-5 (10')	\$327,443
SW-4.2	Perimeter Soundwalls - Phase 2 Meister Way (8')	\$608,175
TS-1.2	Open Space Buffer Trails - Phase 2	\$38,605
<b>Total Phased Costs</b>		<b>\$19,166,110</b>

Source: Greenbriar CIP prepared by Wood Rodgers

(Projected)

Note: These "Additional Facilities" may be constructed after initial development has taken place. The timing of construction will depend on Project acquisition and will comply with certain timing triggers to be determined by the City.

Draft Report  
Greenbriar Public Facilities Financing Plan  
August 14, 2007

## INFRASTRUCTURE FACILITIES, FACILITY COSTS, AND PHASING

### ROADWAYS

Greenbriar development will generate vehicular trips inside and outside the Project, which result in the need for additional roadway capacity to maintain adequate levels of service. The proposed roadway system comprises a freeway interchange, major arterials, collectors, and residential streets that work together to provide convenient and safe access to all areas in the Project and adequate off-site access to proposed development in the Project.

#### Cost Estimates

Wood Rodgers has provided roadway improvement cost estimates, which total approximately \$31.4 million, \$11.5 million of which is the responsibility of projects other than Greenbriar.

These roadway improvement costs are included in the Financing Plan:

- Freeway interchange improvements — State Route 99 at Elkhorn Boulevard;
- Freeway interchange improvements — MAP at Interstate 5;
- Center lanes and medians;
- Curb lane improvements;
- Bridges and culverts;
- Signage and striping;
- Intersection improvements;
- Signalization; and
- Median and corridor landscaping

#### On-Site Roadways

The Project includes approximately \$10.6 million in on-site roadway facilities, which includes Meister Way between Lane Tree Road and State Route 99.

#### Offsite Roadways

The Project includes approximately \$20.8 million in offsite roadway facilities, which includes these items:

- Elkhorn Boulevard between Lone Tree Road and State Route 99;
- Meister Way from the edge of the Project to East Commerce Way, which includes the Meister Way/State Route 99 improvements; and
- Intersection and traffic signalization.

#### **Phasing**

Roadway improvements will be constructed in phases to adequately serve the project and as approved by the City. **Table 5** shows roadway items which may be constructed in later phases of development.

### **WASTEWATER**

The proposed wastewater system comprises both onsite and off-site sewer transmission lines and a lift station.

#### **Cost Estimates**

Wastewater improvement cost estimates total approximately \$6.4 million.

These wastewater improvement costs are included in the Financing Plan:

- Trunk gravity sewer lines;
- Trunk force mains; and
- Trunk lift stations.

#### **Phasing**

Wastewater improvements will be constructed in phases to adequately serve the project and as approved by the City. **Table 5** shows wastewater items which may be constructed in later phases of development.

### **WATER**

The City will serve the Project with water. The proposed water system comprises both onsite and off-site water transmission lines which will connect to City facilities for the delivery of water.

#### **Cost Estimates**

Wood Rodgers has provided water improvement cost estimates, which total approximately \$9.8 million.

Water improvement costs in the Financing Plan include those listed below.

#### On-Site Water

The Project includes approximately \$5.6 million in on-site water facilities, which include water transmission mains and other facilities.

#### Offsite Water

The Project includes approximately \$4.2 in offsite water facilities, which include water transmission mains and other facilities.

### DRAINAGE

The proposed storm drainage facilities have been designed as a stand-alone storm drainage system that will serve the Project. Storm drainage facilities will modify peak flows such that they do not exceed pre-development flows.

#### Cost Estimates

Drainage improvement costs total approximately \$15.3 million, according to the Wood Rodgers CIP. In addition, the project likely will be required to participate in funding drainage facilities constructed by the City CFD No. 97-01. The City has calculated a "buy-in" amount at approximately \$2.2 million (this calculation is shown in Appendix E). Facilities constructed which are deemed to benefit systems used by RD 1000 and funded by CFD 97-01 are to be credited against this amount. According to Wood Rodgers, the cost of such facilities total \$1.7 million. The detailed cost estimates for these facilities are included in Appendix E. Including this additional cost and credit, the total estimated cost for drainage facilities is \$15.8 million.

These drainage improvement costs are included in the Financing Plan:

- On-site detention basins;
- On-site storm drainage pipe, manholes, inlet/outlet structures; and
- Contribution to drainage facilities provided by CFD 97-01.

#### Phasing

Drainage improvements will be constructed in phases to adequately serve the project and as approved by the City. Table 5 shows drainage items which may be constructed in later phases of development.

## LANDSCAPING, TRAILS, AND SOUNDWALLS

The Project contains approximately 2.0 net acres of landscape corridors. In addition, the Project contains 57.8 net acres of open space, 2.4 acres of pedestrian paseos, and soundwall and trails systems. These facilities will be dedicated to the City.

### Cost Estimates

The cost of the landscape corridors, soundwalls, and trails are estimated in this analysis at \$8.7 million according to the Wood Rodgers CIP.

The cost of the following landscaping, trails, and soundwall improvements are included in the Financing Plan:

- Elkhorn Boulevard Landscape Corridor;
- Entry Road Landscape Corridor;
- Freeway Buffer Landscape Corridors;
- Interim Landscaping for LRT Corridor;
- Elkhorn Landscape Corridor Soundwall;
- Lone Tree Canal Wall;
- Highway 99 Soundwall;
- Meisler Way Soundwall; and
- Trails Systems/ Open Space Buffer.

### Phasing

The landscape corridors, soundwalls, and open space/trails facilities will be constructed as the project develops.

## LEVEES

The Greenbriar project site is not located within a designated 100-year floodplain as currently delineated by FEMA. The project site currently is certified for 100-year flood protection.

SAFCA recently completed a draft report that evaluates the flood protection level of the Natomas levee system and recommends some levee improvements to correct existing deficiencies. In the event that levees currently providing adequate flood protection to the Greenbriar site are decertified and can no longer provide 100-year flood protection,

the Greenbriar project applicants have agreed to implement one of the following measures:

- \* Raise the building pads of all buildings within the Project to a level high enough to remove structures from the 100-year floodplain elevation; or
- \* Participate in a funding mechanism established for the purpose of re-establishing no less than 100 year flood protection for the Project site, or for that portion of the Natomas Basin requiring re-establishment of 100-year flood protection including the Project site, provided that such funding mechanism (1) is based on a nexus study, (2) is regional in nature, (3) is proportionate, fair and equitable, and (4) complies with all applicable laws and ordinances.

At this time, the form and level of funding participation by the Project is unknown.

## SCHOOLS

Greenbriar will pay for its fair share of school facilities demanded by residents of the Project. The developers of Greenbriar are in discussions with the Rio Linda Elementary School District and Grant Joint Union High School District to provide funding for school facilities. Cost and revenues are estimated based on EPS Memorandum to Mark Griffin dated June 19, 2006.

## PARKS

The Project contains approximately 35 net acres of park land. Park development will take the form of smaller 1- to 3-acre neighborhood parks, and one 21-acre community park.

### Cost Estimates

Preliminary cost estimates for the neighborhood and community parks are based on a cost estimate provided by the City Parks Department.

In addition, Greenbriar will contribute to the development of regional park facilities located in the NNCP. Greenbriar will contribute an equivalent payment to that of development projects in the NNCP Financing Plan Area. These payments will help fund the development costs of the regional park, including payment of the Natomas Basin Habitat Conservation Plan fees associated with the regional park.

The total cost for all neighborhood and community parks facilities is estimated at \$14.2 million, as shown on **Table A-2**. **Table A-3** shows the detailed backup calculation for the regional park contribution, which is estimated at \$3.4 million.

#### **Phasing**

On-site neighborhood and community parks facilities will be constructed according to requirements set forth in the D.A.

### **LIBRARY FACILITIES**

Greenbriar PUD will contribute to the funding of library facilities based on the same methodology and costs as were used in the North Natomas PFFP.

#### **Cost Estimates**

No cost estimates have been provided by the City for library facilities. As a proxy, the cost is estimated based on the costs used in the North Natomas Nexus Study and Financing Plan. Library costs are estimated at approximately \$1.8 million, as shown in **Table A-4**.

### **TRANSIT FACILITIES**

Because the Project is a TOD, funding for the timely construction of transit facilities is a vital component to the overall success of the Project. In addition to the funding of a transit station, Greenbriar developers will dedicate land for the light rail line which runs through the center of the project at no cost.

#### **Cost Estimates**

Greenbriar will be responsible for funding the cost of the light rail transit station located in the Project. The estimated cost of new transit facilities are shown in **Table A-5**. These costs were based on the cost development of similar transit facilities used in the NNCIP Financing Plan, and are estimated at \$2.4 million.

#### **Phasing**

The timing of the construction of light rail transit station is not known at this time. Greenbriar will fund interim transit facilities during the time period before the transit station has been constructed. The funding for these interim facilities is discussed in Chapter VI of this report. The specific interim facilities included during this period are to be determined at a later time.

## MAINLINK FREEWAY CONTRIBUTION

Caltrans has identified freeway segments that require improvements in order to sustain an adequate level of service. Greenbriar will pay its fair share of these improvements, as according to the calculation in Table A-6, prepared by Wood Rodgers.

### Cost Estimates

Greenbriar's contribution to fund mainline freeway improvements has been calculated based on trips by Wood Rodgers (see Appendix F). These are the mainline improvement costs which are included in the Financing Plan:

- Interstate-5 (I-80 to Del Paso)
- Interstate-5 (Del Paso to 99/70)
- Interstate-5 (99/70 to Power Lane)
- Highway 99/70 (I-5 to Elkhorn Blvd)
- Highway 99/70 (Elkhorn Blvd to Elverta Road)
- Northbound Interstate-5 to Northbound 99/70 Ramp

## FIRE FACILITIES

The City Fire Department has indicated that an additional fire station will be required to serve the Project and surrounding area. At this time, the location of the new fire station has not been determined. The Fire Department is evaluating several alternative sites including one site within the boundary of the Project. The preferred site is within the Project boundary.

At this time, exact funding strategy for this fire station has not been finalized. This analysis shows the Project as contributing to the funding of fire facilities based on the same methodology and costs as were used in the North Natomas PFFF.

### Cost Estimates

The Project's cost responsibility for fire facilities is estimated based on the costs used in the North Natomas Nexus Study and Financing Plan. The fee amount associated with fire facilities are estimated at approximately \$1.5 million, as shown in Table A-7.

## POLICE FACILITIES

The City Police Department requires that a new North Natomas Police Facility be constructed. In addition, the Police Department has requested that a 880-megahertz

radio tower be installed in the North Natomas region. The Greenbriar project likely will be required to share in the funding of these facilities.

#### **Cost Estimates**

The cost is estimated based on the costs used in the North Natomas Nexus Study and Financing Plan, plus the cost of the radio tower. Police facilities costs for Greenbriar are estimated at \$2.4 million, as shown in Table A-8.

### **COMMUNITY CENTER FACILITIES**

Greenbriar will be required to share in the funding of community center facilities at the same rate as development in the North Natomas Financing Plan.

#### **Cost Estimates**

The cost is estimated based on the costs used in the North Natomas Nexus Study and Financing Plan. The fee amount associated with Community Center facilities for the Project is estimated at approximately \$830,000, as shown in Table A-9.

### **BIKEWAYS**

Greenbriar will be required to share in the funding of facilities related to bikeways at the same rate as development in the North Natomas Financing Plan.

#### **Cost Estimates**

The cost is estimated based on the costs used in the North Natomas Nexus Study and Financing Plan. The fee amount associated with Bikeways and Shuttle facilities for the Project are estimated at approximately \$500,000 as shown in Table A-10.

## IV. INFRASTRUCTURE FINANCING STRATEGY AND FUNDING SOURCES

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This chapter outlines the Greenbriar financing strategy and describes how a combination of funding sources will be used to fund the \$150.3 million of backbone infrastructure and other public facilities required to serve the Project.

### BUILDOUT FINANCING STRATEGY

Developer funding and construction of backbone infrastructure and other public facilities is the primary financing strategy for Project buildout. In addition, the financing strategy includes formation of one land secured bond financing district (e.g., Mello-Roos CFD or Assessment District), which will fund a portion of the total backbone infrastructure and other public facility costs. For certain public facility categories in which no developer construction is required and no formal citywide development impact fee has been established, Greenbriar will pay for public facilities through a Greenbriar Public Facilities Fee. Finally, the master project developer will pay applicable development impact fees, which are typically due at building permit issuance. The developer will receive fee credits for infrastructure items constructed that are also included in these fee programs. Also, other nearby development projects such as the NNCP, and MAP, will participate in funding the cost of shared facilities.

Table 2 shows the proposed funding source for each public facility at buildout. Under this funding strategy, approximately \$29.0 million will be a combination of developer funding and land-secured bond financing; \$13.9 million will be funded through the Greenbriar fee; and \$14.2 million will be funded through existing development impact fees.

The estimated costs and proposed funding sources are estimated based on the most current information available. Actual backbone infrastructure and other public facility costs funded under each category may be revised as more detailed information regarding facility construction and project sequencing becomes available.

Although not yet included in this Financing Plan, the master project developer also may be required to advance fund and construct additional off-site roadway improvements (e.g., State Route 99 interchange improvements) that provide benefit to land uses outside of the Project. Any future development projects which are deemed to receive benefit from these facilities should be required by the City to pay their fair share, which will be used to reimburse the Greenbriar project.

Most of the on- and off-site backbone infrastructure will be funded by Greenbriar developers, most likely through the CFD. For other public facilities in which no construction of facilities is required, Greenbriar will participate in the funding through a Greenbriar Development Fee. The fee and CFD will fund facilities, based on the following arrangement:

	<b>CFD/ Private Funding</b>	<b>Greenbriar Fee</b>
<b>Roads</b>	X	
<b>Water</b>	X	
<b>Sewer</b>	X	
<b>Drainage</b>	X	
<b>Landscape Corridors</b>	X	
<b>Regional Park</b>		X
<b>Transit</b>		X
<b>Mainline Freeway</b>		X
<b>Fire</b>		X
<b>Police</b>		X
<b>Community Center</b>		X
<b>Bikeways</b>	X	

Fire protection facilities will be funded through the fee unless the City determines that a fire station will be required on-site at Greenbriar. In this case, Greenbriar developers may fund all or a portion of the station, with potential reimbursement by future development projects benefiting from the station.

## PHASING AND THE FINANCING STRATEGY

Completion of backbone infrastructure and other public facilities will be phased to serve logical increments of development based on the demand for such facilities as the Project builds out. The timing and amount of development in each increment will depend on many factors, such as market demand. In the normal course of the development approval process, the City will condition the Project's tentative map(s) with backbone

infrastructure and other public facility requirements. A great deal of the backbone infrastructure and public facilities will be required at the start of development. Table 5 shows a summary of major infrastructure items that will be phased through buildout.

Phasing of public facility construction is an important component of the overall financing strategy. The ability to sequence public facilities will depend on the type of facility and the pace of new development. When possible, construction of public facilities will be sequenced over time as needed to serve new development. The sequencing of public facility costs will help to ensure that adequate monies are available from the various financing sources to fund the public facility improvements.

The Financing Plan is designed to be flexible enough to accommodate faster or slower growth of project development in response to the market for housing and nonresidential development.

The developers of Greenbriar will be responsible for funding and constructing all of the backbone infrastructure and public facilities needed to serve the Project unless the City and project proponents agree otherwise to City construction of specific improvements. Subject to the City's fee credit and reimbursement policies, some or all of this private funding will be reimbursed to the landowners/developers over time as: the City is able to issue public debt through the CFD, issue credits due for landowner/developer proportionate share of fees, and collect fees from other developers that will provide reimbursements. The time frame for reimbursement is unknown and could be a considerable length of time, depending on market conditions and the actual absorption of the development projects. There is no guarantee that the initial developers will be fully reimbursed for the costs to oversize facilities for later development projects.

As the master project developer constructs required backbone infrastructure and other public facilities, they will first use bond proceeds from land secured financing until the CFD bonding capacity is reached. The remainder of backbone infrastructure and other public facility costs will be funded through developer cash, equity, or private debt financing, if necessary.

## SOURCES OF FUNDING

Several financing sources will be used to fund the backbone infrastructure and other public facilities required to serve the Project. The following sections briefly describe the probable financing sources for the backbone infrastructure and other public facilities.

## DEVELOPER PRIVATE FUNDING/CFD

The master project developer will use a combination of cash, equity, or private debt financing to construct backbone infrastructure and other public facilities not adequately funded by other means.

A CFD may be established to help fund the construction or acquisition of backbone infrastructure and public facilities in the Project. The 1982 Mello-Roos Community Facilities Act enables cities and other entities to establish a CFD to fund various facilities and services by levying an annual special maximum tax on land within the CFD boundaries. The proceeds from a CFD bond sale can be used for direct funding of improvements, to acquire facilities constructed by the developer, to reimburse developers for advance funding of improvements, or to prepay certain development fees. The annual maximum special tax can be used toward bond debt service or to build or reimburse for infrastructure as needed. The proceeds of the Mello-Roos special tax can be used for direct funding of facilities or to service bond debt.

Tables 6 and 7 show the estimated Mello-Roos CFD bonding capacity of the project based on a set of conservative assumptions regarding tax rates, reserve fund requirements, and interest rates. Based on current assumptions, the Project is estimated to have capacity to bond for approximately \$47.0 million, of which \$39.7 million is available to fund Project infrastructure costs.

## GREENBRIAR FEE PROGRAM

A fee will be established to fund certain public facilities for which there is no citywide development impact fee established and no construction of physical facilities is required. Potential public facilities to be covered by this fee are library, transit, fire, police, and community centers. For these facilities, the Greenbriar PFF will be paid at the same rate as development in the North Natomas Financing Plan area.

For regional park facilities, development at Greenbriar will be required to pay a regional park land acquisition fee at the same rate as charged in North Natomas. Since the land for the regional park already has been acquired, this fee revenue will be used to pay for the North Natomas Habitat Conservation Plan fees for development of the regional park. Any excess revenue will be used to fund regional park facilities in the North Natomas Regional Park.

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**Table 6**  
**Greenbriar Public Facilities Financing Plan**  
**Estimated CFS Bonds and Bond Proceeds**

Total Bonds	Assumptions	Estimated CFS Bonds and Construction Proceeds			Total Special Tax Revenue
		Low-Density Residential	Medium Density Residential	High-Density Residential	
Assumptions					
Interest Rate	7%				
Bond Term	30 years				
Average Maximum Annual Special Tax Requirement					
Development Unit/Acre	Table 7	900	1,504	2,425	33,627,300
<b>Estimated Annual CFS Costs (Base Year) [2]</b>					
Total Actual Maximum Special Tax Revenue	Table 7	\$1,404,500	\$1,534,800	\$2,133,000	\$331,000
Estimated Average Annual Interest Costs	7%	\$44,985	\$54,144	\$81,462	\$13,930
Debt Service Coverage Ratio	1.05%	\$14,360	\$15,462	\$23,320	\$3,682,700
Estimated Net Revenue Available for Debt Service		\$1,245,665	\$1,360,178	\$1,889,718	\$33,155,700
<b>Estimated Bond State (Pledged)</b>					
Interest Tax Allocation [3]					
Total Bond State with Encumbrance		\$16,000,000	\$19,500,000	\$25,500,000	\$36,160,000
Capitalized Interest					
Bond Reserve Fund Formation and Insurance Costs	12 months 1 year debt service 5%	\$1,135,000 \$1,365,000 \$25,376,000	\$1,360,000 \$2,380,000 \$304,000	\$1,473,520	\$250,300 \$170,300 \$46,882,000
<b>Estimated Total Construction Proceeds</b>					
Average Down Payment (with insurance)		\$19,420	\$15,520	\$20	\$175,700
Average Construction Proceeds per Unit/acre		\$16,250	\$12,120	\$20	\$113,200

[1] Assumes that all high-density units will be affordable units and not be subject to the CFS.

[2] Base year or first year special tax rate is 7%. After the base year, the maximum special tax is increased by 2% per year.

[3] Assumes annual taxes are stabilized 2.0% annually for 30 years, which increases total bond rate by an estimated 20%.

Source: [7, 8, 9]

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**Table 7**  
**Greenbriar Public Facilities Financing Plan**  
**Estimated Infrastructure CFD Maximum Annual Special Tax Revenue - Base Year [1]**

Item	Preliminary Estimate			Total Annual Special Tax Revenue
	Low-Density Residential	Medium-Density Residential	High-Density Residential	
Total Units/Units	Area (HDC)	Area	Area	Area
Annual Special Tax Rate for Infrastructure - Base Year	\$1,500	\$1,200	\$1,400	\$10,000
Total Maximum Annual Special Tax Revenue	\$1,485,500	\$1,333,800	\$1,333,800	\$4,1527,300

[1] Base year & first year special taxes are levied. After the base year, no maximum special tax is increased by 2% per year.  
[2] Assumes that all high-density units will be affordable units and will not be levied a tax for the CFD.

## OTHER DEVELOPMENT PROJECTS

Greenbriar will participate in funding of facilities whose benefit is shared by other neighboring development projects. The financing plan identifies which facilities are included in this category, and methodology by which the costs are to be allocated to the development projects. Table 8 shows a summary of shared infrastructure items and Greenbriar's allocated cost of each. Any presently identified sources of funding from MAP PFFF and NNPPFP are shown as contributing to the full cost of each facility. The remaining amount is assumed to be borne by Greenbriar developers.

A detailed cost-sharing analysis of these facilities has not been performed, but will be completed before the adoption of the final PFFF.

## CITY/COUNTY IMPACT FEES

The City has adopted a set of development impact fees to finance capital improvements. Future updates to the City fees may include certain improvements in the Project.

## SCHOOL DISTRICT IMPACT FEES

The Rio Linda Union School District and the Grant Joint Union High School District have established fees, in accordance with state regulations, to be used to construct school facilities. School impact fees are collected by the City before the issuance of a building permit and are forwarded to the applicable school districts.

## STATE SCHOOL FUNDING/OTTER

School facilities also may be funded using California State grant funding. Any shortfall between the actual amount required by the school district that is above and beyond the funding provided by development impact fees and state funding may be funded by school districtwide General Obligation bonds, or by another viable financing mechanism.

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**Table 6**  
**Greenbriar Public Facility Financing Plan**  
**Summary of Shared Facilities**

Facility	Total Estimated Cost	Greenbriar Share of Cost	Other Projects' Share of Cost
<b>ROADWAY</b>			
<b>Onsite Roadway</b>			
Major Way			
R2-1	\$4,912,100	\$3,379,852	\$1,536,348
Subtotal Onsite Roadway	\$4,912,100	\$3,379,852	\$1,536,348
Offsite Roadway			
Election Blvd.			
R2-1	\$8,189,552	\$2,097,388	\$2,283,463
R22-1	\$1,060,156	\$22,254	\$1,044,862
Major Way			
R2-2	\$4,272,230	\$2,066,241	\$2,207,026
Interchange			
R4-1a	\$1,170,200	\$40,538	\$1,134,364
R4-1b	\$472,630	\$103,550	\$368,550
Signification			
S5	\$210,200	\$162,400	\$21,800
Subtotal Offsite Roadway	\$11,557,544	\$6,301,813	\$10,195,734
<b>TOTAL ROADWAY</b>	<b>\$21,559,644</b>	<b>\$9,707,462</b>	<b>\$11,822,662</b>
<b>SEWER</b>			
<b>Onsite Sewer</b>			
S1-1	\$1,261,000	\$0	\$1,261,000
S2-1	\$14,634	\$0	\$14,634
S2-2	\$206,302	\$0	\$206,302
S2-3	\$264,915	\$0	\$264,915
Total Onsite Sewer	\$3,686,331	\$0	\$3,686,331
Offsite Sewer			
S2-1	\$2,581,675	\$1755,000	\$1,266,675
Subtotal Offsite Sewer	\$2,581,675	\$1755,000	\$1,266,675
<b>TOTAL SEWER</b>	<b>\$6,268,000</b>	<b>\$1755,000</b>	<b>\$2,233,995</b>
<b>WATER</b>			
<b>Onsite Water</b>			
W2-1	\$1,755,000	\$0	\$1,755,000
W3-1	\$582,250	\$0	\$582,250
W3-2	\$705,425	\$0	\$705,425
W4-1	\$457,720	\$0	\$457,720
Subtotal Onsite Water	\$3,582,355	\$0	\$3,582,355
Offsite Water			
W1-1	\$544,500	\$0	\$544,500
W1-2	\$1,578,425	\$0	\$1,578,425
W1-3	\$660,525	\$0	\$660,525
W2-2	\$1,134,000	\$0	\$1,134,000
Subtotal Offsite Water	\$4,228,450	\$0	\$4,228,450
<b>TOTAL WATER</b>	<b>\$7,801,805</b>	<b>\$0</b>	<b>\$7,801,805</b>
<b>DRAINAGE</b>			
<b>Offsite Drainage</b>			
D30-1 & D30-2	\$1,107,750	\$0	\$1,107,750
Subtotal Offsite Drainage	\$1,107,750	\$0	\$1,107,750
<b>TOTAL DRAINAGE</b>	<b>\$1,107,750</b>	<b>\$0</b>	<b>\$1,107,750</b>
<b>GRAND TOTAL</b>	<b>\$37,359,299</b>	<b>\$4,923,462</b>	<b>\$38,271,962</b>

(\*) These cost calculations are preliminary estimates based on the Greenbriar CIP prepared by Wood Rogers dated February 2007.

## V. FEASIBILITY OF THE FINANCING PLAN

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This chapter reviews the financial feasibility of the financing plan. The financial feasibility is addressed by reviewing the bond issuance guidelines to ensure the financing districts will meet the required financial tests.

### COMPARISON ANALYSIS

One element of financial feasibility is the comparison of the costs of backbone infrastructure and community facilities in Greenbriar to those in nearby communities. The cost comparison analysis calculates the total cost burden for a development project. Typically there are four financing components used to fund infrastructure in the Sacramento region: County or citywide development impact fees, project specific fees, school mitigation, and infrastructure bond debt funded through a financing district.

1. **County- and Citywide Development Impact Fees:** These fees are charged to all newly developing areas in a community. Such fees may fund roads, sewer, drainage, parks, and other County/City facilities as well as building permits and plan checks collected by the building department. Such fees do not include other processing fees such as environmental, map reviews or project approvals.
2. **Project Specific Fees:** These fees are charged only in a certain area of a County or City to fund facilities to serve a specific development project. These fees are used to fund project specific infrastructure such as locally serving roads, parks, sewer, water, drainage and public facilities.
3. **Developer Funding:** Some development projects are composed in a way such that a portion of backbone infrastructure and public facilities are simply constructed by the developer of the project at their own cost.
4. **School Mitigation:** Funding for schools is generally paid through an impact fee, a Mello-Roos Special tax, or some combination of the two levied by school districts to pay for school facilities. When districts have used Mello-Roos CFD bonds to fund schools the present value of the special tax is used to calculate the level of mitigation.
5. **Infrastructure Bond Debt:** Some projects have set up Mello-Roos CFDs or Assessment Districts to pay for backbone infrastructure or other community facilities. Land secured bonds are issued and repaid through special taxes and assessments on the parcels participating in the district. Because special taxes are paid over many years, while fees are collected up-front, a present value calculation is applied to the stream of tax payments to convert it to a burden amount in today's dollars.

Future versions of this report will include a detailed analysis which contains the range of the total fee and infrastructure burdens by selected land uses.

## TOTAL BURDEN OF MAJOR INFRASTRUCTURE

The infrastructure cost burden of development to a property owner can be used to assess the financial feasibility of a development project. The total infrastructure cost burden consists of all costs (e.g., developer funding and the bond debt associated with special taxes and assessments) plus applicable fees (e.g., county development impact fees, school mitigation fees). A measure of financial feasibility is this: if the total cost burden is less than 15 to 20 percent of the finished home price, then a project is considered to be financially feasible. Typically, residential units with a cost burden percentage below 15 percent are clearly financially feasible while units with a cost burden percentage above 20 percent are likely to be financially infeasible. This feasibility benchmark is based on EPS's experience in conducting financial feasibility analyses for numerous projects throughout the Sacramento region and Central Valley over the last two decades.

Table 9 shows the total estimated infrastructure burden of typical homes in the Greenbriar project. As shown, the total cost of infrastructure and public facilities accounts for approximately 14.7 to 19.4 percent of the estimated sales price of residential units at Greenbriar.

## TAXES AND ASSESSMENTS FEASIBILITY ANALYSIS

Table 10 shows the estimated taxes and assessments as a percentage of home sales prices for four different proposed Greenbriar land uses. The total annual amount includes the following taxes and assessments:

- Property taxes;
- Other general ad valorem taxes (e.g., school/other general obligation bonds);
- Services taxes and assessments (estimated in this chapter); and
- Greenbriar Infrastructure CFD taxes (proposed in this Financing Plan).

Under the "2-percent test," a total taxes and assessments percent of sales price that is less than two percent indicates financial feasibility. The taxes and assessments for the homes range from 1.24 to 1.67 percent, indicating annual tax-burden feasibility for each

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**Table 9**  
**Greenbriar Public Facilities Financing Plan**  
**Infrastructure Burden - Residential Market Rate Units**

Item	Low-Density Residential	Medium-Density Residential	High-Density Residential
<b>Assumptions</b>			
Unit Size (sq. ft.)	2,700	1,800	1,000
Lot Square Feet	6,000	3,000	n/a
Building Valuation	\$1,62,548	\$98,544	\$65,100
<b>Finished Unit Selling Price [1]</b>	<b>\$440,000</b>	<b>\$310,000</b>	<b>\$250,000</b>
<b>City Fees</b>			
Building Permit	\$1,505	\$1,055	\$541
Plan Check	\$493	\$348	\$775
Technology Surcharge	\$93	\$58	\$45
Business Operations Tax	\$65	\$30	\$26
Strong Motion Instrumentation Fee	\$16	\$10	\$7
Major Street Coordination Tax	\$1,303	\$772	\$321
Residential Development Tax	\$355	\$385	\$250
Housing Trust Fund	\$0	\$0	\$0
Water Service Fees	\$4,820	\$4,920	\$1,375
Citywide Park Fee	\$4,493	\$4,493	\$2,647
Fire Review Fee	\$0	\$0	\$38
CFD No. 97-01 Bond Debt	\$867	\$515	\$309
Air Quality Mitigation [1]	\$450	\$240	\$144
Habitat Mitigation [2]	\$7,000	\$4,400	\$1,700
<b>Subtotal City Fees (rounded)</b>	<b>\$21,700</b>	<b>\$17,200</b>	<b>\$8,200</b>
<b>Other Agency Fees</b>			
SACRA OIE Fee	\$222	\$222	\$119
SACRA Assessment District Bond Debt	\$2,224	\$2,224	\$1,192
Supplemental Levies Fee (PRELIM. ESTIMATE) [3]	\$1,510	\$2,500	\$2,000
School Mitigation	\$11,835	\$11,835	\$4,734
SRCSD Sewer Fee	\$7,000	\$7,000	\$7,000
<b>Subtotal Other Agency Fees (rounded)</b>	<b>\$24,800</b>	<b>\$23,840</b>	<b>\$15,000</b>
<b>Greenbriar Public Facilities Fee (rounded) [4]</b>	<b>\$4,200</b>	<b>\$3,860</b>	<b>\$2,500</b>
<b>Greenbriar Developer/CFD (rounded) [4]</b>	<b>\$21,300</b>	<b>\$15,700</b>	<b>\$11,100</b>
<b>TOTAL COST BURDEN</b>	<b>\$72,900</b>	<b>\$60,300</b>	<b>\$36,800</b>
<b>Cost Burden as % of Unit Sales Price</b>	<b>16.4%</b>	<b>19.3%</b>	<b>14.7%</b>

Note: Feasibility Range, based on numerous feasibility analyses conducted by EPS over the last two decades, is described as follows:

- Below 15%: Feasible
- 15% - 20%: May be feasible
- Above 20%: Infeasible

"Total burden"

Source: Greenbriar Developers, City of Sacramento, and EPS

- [1] Air Quality Mitigation cost is a preliminary estimate based on input from project applicant.
- [2] Based on total estimated habitat mitigation costs excluding land acquisition (since land is dedicated) for the Greenbriar project. Refer to EPS# 17400 for details.
- [3] Ballpark estimate provided by developer as a placeholder.
- [4] It is assumed here that a CFD is used to fund roadway, sewer, water, landscape corridors, and drainage facilities and that a Greenbriar Public Facilities Fee is established to fund other public facilities. See Table A-12.

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**Table 10**  
**Greenbriar Public Facilities Financing Plan**  
**Two-Percent Test of Total Tax Burden**

Item	Assumption	Low-Density Residential	Medium-Density Residential	High-Density Residential
<b>Home Price Estimate [1]</b>		\$440,000	\$310,000	\$250,000
Homeowner's Exemption [2]		(\$7,000)	(\$7,000)	(\$7,000)
Assessed Value [3]		\$433,000	\$303,000	\$243,000
Property Tax	1.00%	\$4,330	\$3,030	\$2,430
Other Ad Valorem Taxes [4]	0.15%	\$660	\$455	\$365
<b>Total Ad Valorem Taxes</b>		<b>\$4,980</b>	<b>\$3,485</b>	<b>\$2,795</b>
<b>Special Taxes and Assessments (Proposed)</b>				
Reclamation Dist. No. 1000 - O & M Assess.		\$51	\$34	\$17
SAFCA A.D. No. 1 - O & M Assessment		\$74	\$50	\$25
SAFCA Consolidated Capital Assessment District		\$80	\$50	\$25
TMA CFD [5]		\$21	\$21	\$16
Parks Maintenance [6]		\$52	\$52	\$30
City of Sacramento A.D. No. 96-02 - Library		\$27	\$27	\$27
City of Sacramento A.D. No. 89-02 Lighting Dist.		\$68	\$66	\$45
CFO No. 97-01 [7]		\$108	\$108	\$75
<b>Total Special Taxes and Assessments</b>		<b>\$478</b>	<b>\$436</b>	<b>\$288</b>
Proposed Infrastructure CFD (Preliminary Estimate)		\$1,500	\$1,200	N/A
Parks Maintenance Cost (Preliminary Estimate)		\$44	\$44	\$26
<b>Total Tax Burden</b>		<b>\$7,002</b>	<b>\$5,165</b>	<b>\$3,108</b>
<b>Tax Burden as % of Home Price</b>		<b>1.59%</b>	<b>1.67%</b>	<b>1.24%</b>

Source: Gregory Group, City of Sacramento, Greenbriar Landowners, and EPS.

"Two-Percent"

- [1] Home prices are based on 2005 price levels in North Natomas from the Gregory Group. "Low density" assumes 2,700-square-foot homes, "medium density" assumes 1,600-square-foot homes, and "high density" assumes 1,000-square-foot attached units.
- [2] An owner-occupied single-family residence is allowed a \$7,000 reduction of the assessed value of the property for the purposes of calculating the annual property tax.
- [3] The adjusted assessed value is the value upon which the 1% property tax rate, as allowed under Proposition 13, is calculated.
- [4] Other Ad Valorem taxes include regional sanitation bonds and school general obligation bonds.
- [5] Greenbriar may elect to create a separate TMA; the costs, however, are not known at this time. As a proxy, the rates for the North Natomas TMA are shown. Please note that costs to provide transit service to Greenbriar may be significantly higher than those shown here.
- [6] Assumes same rate as CFD 2002-2 Parks Maintenance.
- [7] Assumes that Greenbriar pays the same rate as development east of I-5.

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example unit type.<sup>2</sup> While the Greenbriar CFD clearly is feasible, bond financing for other facilities included in additional CFDs will be limited by the tax rates indicated above.

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<sup>2</sup> Please note that Greenbriar developers may elect to form a TMA CFD to fund transit services. The cost to provide these services is unknown at this time, and EPS has used current rates from the North Nacogdoches TMA CFD No. 99-01 as a proxy. Actual tax rates adopted for Greenbriars could be significantly higher than those shown.

## VI. FINANCING SOURCES FOR SERVICES AND ONGOING OPERATION AND MAINTENANCE

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This chapter includes additional information regarding funding sources that will be used to fund annual services and ongoing operation and maintenance costs. "Services" refers to general government or other services, such as law enforcement protection, that will be provided by public agencies. Operation and maintenance costs refer to the costs to operate and maintain backbone infrastructure and other public facilities.

Once backbone infrastructure and other public facilities are completed, they will be dedicated to or acquired by public agencies. These public agencies will be responsible for operating and maintaining the facilities.

Greenbriar development projects will be required to participate in a series of special financing districts to fund public services and the maintenance and operation of the public improvements. Participation in these districts will be determined by the City or the special districts no later than the filing of final maps. Table 11 lists each facility type and the corresponding potential service-provider responsibility. The City or existing assessment districts will have funding responsibility for most items. If a funding shortfall is deemed to exist, however, a Mello Roos CFD, Community Services District, Lighting and Landscaping District, or some other funding mechanism will be established.

### TRANSIT

The funding of transit facilities is a special case because although a light rail transit station will be constructed onsite at Greenbriar, its development is not likely to occur until after the first homes are occupied. In the meantime, Greenbriar residents will require interim transit facilities.

These interim facilities likely will be funded by a Transportation Management Association (TMA). The Greenbriar property will either be annexed into an existing TMA, or a new and separate district will be formed for the Greenbriar project. The TMA would likely provide the funding of private contract shuttle service which would include commuter shuttle service, midday service, and dial-a-ride service.

**DRAFT**

**Table 11**  
**Greenbriar Public Facilities Financing Plan**  
**Summary of Proposed Municipal Service Providers and Financing**

Public Facility/Service	Governance/Service Provider	Operation and Maintenance Financing
Roadways	City of Sacramento Caltrans	City Road Fund Benefit Assessment District/ Caltrans
Wastewater	SACSD and CSD-1	User Charges
Water	City of Sacramento	User Charges
Storm Drainage	City of Sacramento	Benefit Assessment District, CEO
Schools	Rio Linda and Grant Unified School Districts	Property Tax
Parks	City of Sacramento	Benefit Assessment District, C&D
Landscape Corridors	City of Sacramento	Benefit Assessment District, C&D
Fire Protection	City of Sacramento Fire Department	City General Fund
Law Enforcement	City of Sacramento Police Department	City General Fund
Library	City of Sacramento	City General Fund
Transit	Sacramento Regional Transit TMA	Transit Operating Revenues Benefit Assessment District, CEO

Regional Fire

1200 Greenbriar FE Plan 7-26-07

## VII. IMPLEMENTATION

Implementation of the Financing Plan ensures that new development will construct facilities to meet the service level specification set out in Greenbriar and will pay its fair share of the cost of backbone infrastructure and other public facilities required to serve the project area. The City will administer the requirements of the Financing Plan, which may include the following points:

- Update relevant existing fee programs to include Greenbriar land uses and facilities when appropriate;
  - Reimbursements will be controlled by reimbursement agreements between the City and developers. The time frame for reimbursements will be limited through the terms of the reimbursement agreement;
  - Possible formation of the CFD for the construction of infrastructure and public facilities. Administration of subsequent bond sales and tax collection;
  - Formation of a services CFD to fund park maintenance, landscaping of corridors, drainage maintenance and open space maintenance;
  - Annexation into an existing TMA, or creation of a new TMA for the Greenbriar project;
  - Accounting for fee payments, fee credits or reimbursements;
  - Annual inflation updates and periodic updating and adjusting the fee program as new infrastructure cost, land use, and revenue information become available;
  - Close coordination with all appropriate City departments and other service providers to implement the Financing Plan; and
  - Working with property owners and the development community during Greenbriar buildout to resolve specific infrastructure construction responsibility and financing issues that arise as part of the individual land development application process.

In addition, implementation will require the following conditions of approval for tentative maps submitted to the City:

- The issuance of building permits for residential units shall be tied to construction schedules for required infrastructure improvements related to the applicable projects as such schedules are approved by the City

**Draft Report**  
**Georgian Public Facilities Financing Plan**  
**August 11, 2007**

## UPDATES

Individual subdivisions in the Project are expected to develop at differing times. Some may not develop for many years. In addition, it is anticipated that as the Financing Plan is implemented, the infrastructure costs and available funding sources will change as development occurs. Therefore, the Financing Plan will need to be updated periodically as modifications to financing programs, land uses, and cost estimates for infrastructure and public facilities occur. Changes in the Financing Plan should be re-evaluated within the context of the overall financing strategy to ensure required funding is available when needed. The costs and funding sources will also need to be adjusted periodically to reflect inflation costs as information contained in the Financing Plan is shown in year 2002 dollars.

Possible changes in the Financing Plan and CIP include those listed below

- New or revised infrastructure projects;
  - New cost information based on actual construction costs, updated engineering estimates, or changes in the land use plan;
  - New funding source data; and
  - Inflationary adjustment to cost and funding data.



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**APPENDIX F: MAINLINE FREEWAY-WIDENING  
OPINION OF PROBABLE COSTS**



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Urban Solutions

## APPENDIX A

### DETAILED COST ESTIMATES

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**Table A-1**  
**Greenbrier Public Facilities Financing Plan**  
**School Financing Plan Summary**

	Rio Linda ESD K-6	Rio Linda ESD Grand JUHSD	Plan Total
		7-12	
<b>Residential Units</b>	[1]		
Low Density		671	671
Medium Density		2,215	2,215
High Density		307	307
High Density (Retail)		25	25
<b>Total Units</b>		3,218	3,218
<b>Students</b>	[2]		
Elementary		724	724
Middle		207	207
High		414	414
<b>Total Students</b>		724	1,345
<b>Schools Funded</b>	[2]		
Elementary		1.00	1.00
Middle		0.17	0.17
High		0.19	0.19
<b>School Sites Provided in Plan</b>	[3]		
Elementary		1	1
Middle		0	0
High		0	0
<b>Total Sites Provided</b>		1	1
<b>Estimated Construction Budget</b>			
Elementary	[4]	\$25,911,867	\$25,911,867
Middle	[5]	\$7,075,950	\$7,075,950
High	[5]	\$16,609,680	\$16,609,680
<b>Total Expenses</b>		\$25,911,867	\$49,597,497
<b>Estimated Funding Revenue</b>			
Mitigation Fees	[6]	\$6,262,889	\$13,386,363
Supplemental Funding	[7]	\$9,284,221	\$17,923,061
Local Bonds	[8]	\$10,364,747	\$10,364,747
State Funding	[9]	50	\$7,924,326
<b>Total Funding</b>		\$25,911,867	\$49,597,497

- [1] From the Greenbriar land use plan (excluding senior units for student computations)  
[2] Based on actual RLUSD student generation rates and estimated GJUHSD student generation rates.  
[3] Streets included in Greenbriar.  
[4] Based on RLUSD cost standards.  
[5] Based on estimated costs for GJUHSD schools.  
[6] Based on current Level 1 fees.  
[7] Additional financing required if all other funding sources are not sufficient to fully fund the schools needed.  
[8] RLUSD has pledged 40% funding from Local Bonds because it is not eligible for State Funding.  
[9] Based on 2006 Scale Grant amounts (including fire, special education and labor compliance).

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**Table A-2**  
**Greenbriar Public Facilities Financing Plan**  
**Cost Estimate for Parks Facilities - 2007 \$**

Item	Amount
<b>Neighborhood Parks</b>	
Net Neighborhood Park Acres	14.3
Cost per Acre [1]	\$354,000
<b>Estimated Neighborhood Park Construction Cost</b>	<b>\$5,062,200</b>
<b>Community Parks</b>	
Net Community Park Acres	21.0
Cost per Acre [1]	\$289,000
<b>Estimated Community Park Construction Cost</b>	<b>\$6,069,000</b>
<b>Additional Community Park Amenities</b>	
Amphitheater	\$150,000
Parking Lot	\$420,000
Lighted Tennis Courts	\$200,000
Sports Field Lighting	\$400,000
Interactive Water Spray Area	\$500,000
Restroom/Concession Stand	\$250,000
Neighborhood Scale Park	\$150,000
Full Accessible Playground	\$1,000,000
<b>Subtotal Amenities</b>	<b>\$3,670,000</b>
<b>Total Parks Cost</b>	<b>\$14,201,200</b>

Sources: City of Sacramento, Wood Rodgers CIP, and EPS.

[1] Preliminary estimate based on the City of Sacramento Parks Fee Nexus Study (2008).

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**Table A-3**  
**Greenbrier Public Facilities Financing Plan**  
**Cost Estimate for Regional Parks Facilities - 2007 \$**

Land Use	NNPFFP Regional Park			Total Cost
	Land Acquisition Fee per Unit/Acre	Units/ Acres		
<b>Residential</b>				
Low-Density Residential	\$1,287	993	\$1,277,991	
Medium-Density Residential	\$1,001	1,504	\$1,505,504	
High-Density Residential (Standard)	\$476	190	\$90,440	
High-Density Residential (Comm. Commercial) (2)	\$476	25	\$11,900	
High-Density Residential (Senior)	\$469	240	\$112,560	
<b>Subtotal Residential</b>				<b>\$2,998,395</b>
<b>Nonresidential</b>				
Commercial	\$10,800	27.3	\$289,360	
Village Commercial	\$10,600	6.0	\$63,600	
<b>Subtotal Nonresidential</b>				<b>\$352,960</b>
<b>Total Regional Park Cost</b>				<b>\$3,351,375</b>

Regional Park

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**Table A-4**  
**Greenbriar Public Facilities Financing Plan**  
**Estimated Library Costs - 2007 \$**

Item	Fee per Unit/Acre (2006 \$)	Inflated Fee per Unit/Acre (2007 \$) [1]	Residential Units	Net Nonres. Acres	Total Amount
Low-Density Residential	\$679	\$748	983		\$742,615
Medium-Density Residential	\$508	\$559	1,504		\$841,390
High-Density Residential	\$410	\$452	193		\$85,787
High-Density - Other Commercial	\$410	\$452	25		\$11,288
High Density Senior	\$266	\$293	240		\$70,304
Village Commercial	\$799	\$850		27.3	\$24,021
Community Commercial	\$799	\$850		6.0	\$5,279
<b>Total</b>					<b>\$1,780,585</b>

Sources: City of Sacramento and EPS

- [1] Fee inflated by Engineering News Record Construction Cost Index from July 2006 to December 2006.  
 [2] Costs from North Natomas PFFP used as a placeholder until more accurate information is available.

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**Table A-5**  
**Greenbriar Public Facilities Financing Plan**  
**Estimated Transit Costs - 2007 \$**

Item	North Natomas Cost Estimate (2003 \$)	Inflated Value (2007 \$)
<b>Station Cost [2]</b>		(1)
Transit Facilities	\$60,000	\$93,566
Platform, landscaping, architecture, etc	\$1,069,000	\$1,238,581
Construction Contingency (25%)	\$285,000	\$333,329
Agency Cost and Capital Cost Multipliers	\$856,000	\$767,242
<b>Total Capital Cost by Stations</b>	<b>\$2,080,000</b>	<b>\$2,432,719</b>
<b>Light Rail Line Alignment Right Away [3]</b>		\$0
<b>Interim Funding</b>		N/A
<b>Total Transit Cost</b>		<b>\$2,432,719</b>

Sources: City of Sacramento, Parsons Brinckerhoff, and EPS

- [1] Inflated to based on the Construction Cost Index for San Francisco from December 2003 to December 2008 as reported by the *Engineering News Record*
- [2] Costs from North Natomas PFFF used as a placeholder until more accurate information is available.
- [3] Light Rail alignment right-of-way to be dedicated at no cost

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**Table A-6**  
**Greenbriar Public Facilities Financing Plan**  
**Mainline Freeway Widening - 2007 \$**

Item	Segment	Existing Lanes	Proposed Lanes	Total Estimated Cost	Greenbriar Percent	Greenbriar Share
R27.1	I-5 (I-80 to Del Paso)	6	8	\$9,016,966	2.5%	\$228,993
R28.1	I-5 (Del Paso to 99/70)	4	8	\$8,587,587	2.6%	\$243,995
R29.1	I-5 (99/70 to Power Line)	4	8	\$10,316,415	0.7%	\$106,912
R30.1	I-5 (99/70 (I-5 to Elkhorn Blvd))	4	6	\$4,723,173	6.4%	\$301,450
R31.1	I-5 (Elkhorn Blvd to Elverta Road)	4	6	\$8,587,587	1.8%	\$153,229
R32.1	North I-5 to North 99/70 Ramp	1	2	\$1,268,136	7.7%	\$98,335
<b>Total</b>				<b>\$48,519,886</b>	<b>2.3%</b>	<b>\$1,135,884</b>

Source: Wood Rodgers Inc. Draft Memorandum (July 27, 2007) - Order of Magnitude Estimates for Coltrans Facilities  
 See Appendix F

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**Table A-7**  
**Greenbriar Public Facilities Financing Plan**  
**Estimated Fire Station Costs - 2007 \$**

Item	Fee per Unit/Acre (2005 \$)	Inflated Fee per Unit/Acre (2007 \$)	Residential Units	Net Nonres. Acres	Total Amount
(1)					
<b>North Natomas PFFP Fire Cost [2]</b>					
Low-Density Residential	\$522	\$586	993		\$581,764
Medium-Density Residential	\$382	\$421	1,504		\$632,699
High-Density Residential	\$382	\$421	120		\$79,929
High Density - Comm. Commercial	\$382	\$421	25		\$10,517
High Density Senior	\$266	\$283	240		\$70,304
Village Commercial	\$3,989	\$4,393		27.3	\$119,926
Community Commercial	\$3,989	\$4,393		6.0	\$26,357
<b>Total</b>					<b>\$1,521,496</b>

Sources: City of Sacramento and EPS.

Yrs<sup>2</sup>

[1] Fee Inflated by Engineering News Record Construction Cost Index from August 2005 to December 2006

[2] Costs from North Natomas PFFP used as a placeholder until more accurate information is available.

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**Table A-8**  
**Greenbriar Public Facilities Financing Plan**  
**Estimated Police Costs - 2007 \$**

Item	Fee per Unit/Acre (2005 \$)	Inflated Fee per Unit/Acre (2007 \$)	Residential Units	Net Nonres. Acres	Total Amount
[1]					
<b>North Natomas PFFP Police Cost [2]</b>					
Low-Density Residential	\$268	\$295	923		\$293,069
Medium-Density Residential	\$262	\$289	1,504		\$433,945
High-Density Residential	\$262	\$289	180		\$54,820
High-Density - Comm. Commercial	\$262	\$289	25		\$7,213
High-Density Senior	\$60	\$80	240		\$15,858
Village Commercial	\$2,690	\$2,962		27.3	\$80,873
Community Commercial	\$2,690	\$2,962		6.0	\$17,774
880-MegaHertz Radio Tower [3]					\$1,500,000
<b>Total</b>					<b>\$2,403,653</b>

Sources: City of Sacramento and EPG.

[1] Fee inflated by Engineering News Record Construction Cost Index from August 2006 to December 2006

[2] Costs from North Natomas PFFP used as a placeholder until more accurate information is available.

[3] Greenbriar is assumed to be responsible for 100% of the radio tower. This obligation may be reduced by contributions from other parties who benefit from the radio tower.

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**Table A-9**  
**Greenbriar Public Facilities Financing Plan**  
**Estimated Community Center Costs - 2007 \$**

Item	Fee per Unit/Acre (2006 \$)	Inflated Fee per Unit/Acre (2007 \$) <sup>[1]</sup>	Residential Units	Net Nonres. Acres	Total Amount
Low-Density Residential	\$276	\$304	993		\$301,817
Medium-Density Residential	\$206	\$227	1,504		\$341,194
High-Density Residential	\$187	\$184	190		\$34,943
High-Density - Comm. Commercial	\$167	\$164	25		\$4,508
High-Density Senior	\$108	\$119	240		\$28,544
Village Commercial	\$3,246	\$3,575		27.3	\$97,589
Community Commercial	\$3,246	\$3,575		6.0	\$21,448
<b>Total</b>					<b>\$830,132</b>

Sources: City of Sacramento and EPS.

<sup>[1]</sup>comm. center

- [1] Fee inflated by Engineering News Record Construction Cost Index from July 2005 to December 2006.  
 [2] Costs from North Natomas PFFP used as a placeholder until more accurate information is available.

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**Table A-10**  
**Greenbriar Public Facilities Financing Plan**  
**Estimated Bikeways and Shuttles Costs - 2007 \$**

Item	Fee per Unit/Acre (2005 \$)	Inflated Fee per Unit/Acre (2007 \$) [1]	Residential Units	Net Nonres. Acres	Total Amount
Low-Density Residential	\$110	\$121	993		\$120,290
Medium-Density Residential	\$82	\$91	1,504		\$152,378
High-Density Residential	\$72	\$79	190		\$15,065
High-Density - Comm. Commercial	\$72	\$79	25		\$1,982
High-Density Service	\$35	\$39	240		\$9,251
Village Commercial	\$6,853	\$6,446		27.3	\$175,965
Community Commercial	\$3,902	\$4,287		6.0	\$25,782
<b>Total</b>					<b>\$500,713</b>

Sources: City of Sacramento and EPS.

- [1] Fee inflated by Engineering News Record Construction Cost Index from July 2005 to December 2006.  
 [2] Costs from North Natomas PFFF used as a placeholder until more accurate information is available.

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**Table A-11**  
**Greenbriar Public Facilities Financing Plan**  
**Summary of Greenbriar Public Facilities Fee and CFD Funding Sources**

Item	Low-Density Residential	Medium-Density Residential	High-Density Residential
<b>Proposed Greenbriar Fee</b>			
Parks [1]	\$642	\$642	\$386
Library	\$748	\$960	\$452
Transit	\$595	\$498	\$391
Police	\$788	\$770	\$770
Fire	\$634	\$457	\$254
Community Center	\$304	\$227	\$184
Bikeways and Shuttles	\$121	\$101	\$79
Mainline Contribution	\$370	\$309	\$0
<b>Subtotal Greenbriar Fee</b>	<b>\$4,203</b>	<b>\$3,560</b>	<b>\$2,515</b>
<b>Greenbriar Developer/CFD [2]</b>			
Roadways	\$4,866	\$4,055	\$3,193
Water	\$3,355	\$3,355	\$2,047
Wastewater	\$2,184	\$2,184	\$1,495
Drainage	\$7,344	\$3,849	\$2,807
Landscape Corridors	\$3,873	\$2,171	\$1,543
<b>Subtotal CFD</b>	<b>\$21,322</b>	<b>\$15,714</b>	<b>\$11,088</b>

[1] Parks amount shown includes credits allowed for park fees. The resulting amount will be used to fund regional park facilities.



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## APPENDIX B

### COST ALLOCATIONS

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**Table B-1**  
**Greenbriar Public Facilities Financing Plan**  
**Roadway Facilities Cost Allocation**

Land Use	Net Developable Acres [1]	Common Use Factor[2]	Units	Total Use	Percent Share	Cost	Cost per Acre	Cost per DU
Low-Density Residential	127.2	.74 .84	993	9,593	24.30%	\$4,831,730	\$37,385	\$4,836
Moderate-Density Residential	136.0	.111.41	1,534	12,032	30.67%	\$6,098,457	\$36,467	\$4,055
High-Density Residential	9.7	.123.40	196	1,197	3.05%	\$6,067,033	\$62,547	\$31,193
HDR - Comm. Commerce [3]	1	.138.60	25	158	0.40%	\$79,828	\$70,250	\$3,193
High-Density Residential - Senior	9.0	.82.17	243	740	1.88%	\$374,618	\$41,646	\$1,562
Village Commercial	27.3	.513.80	13,823	35,498%	\$7,086,916	\$255,493	\$21,737	
Community Commercial	4.9	.340.00	,854	,854	4.21%	\$8,35,151	\$172,330	\$16,826
<b>Total</b>	<b>287.2</b>		<b>2,952</b>	<b>39,245</b>	<b>100.00%</b>	<b>\$19,846,604</b>		

Source: City of Sacramento North Natomas Community Plan Financing Plan Nexus Study.

[1] Developable acres equals land planned for urban development excluding parks, schools, CRTC uses, agricultural and freeway buffers, and mens.

[2] See Table C-1

[3] The Community Commercial parcels includes 25 residential units. These units are treated the same as typical HDR in this analysis.

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**Table B-2**  
**Greenbriar Public Facilities Financing Plan**  
**Drainage Facilities Cost Allocation**

Land Use	Drainage						
	Net Developable Acres [1]	Common Use Factor	Units	Total Use	Percent Share	Cost Acre	Cost per DU
Low-Density Residential	127.2	1.00	903	127	44.28%	\$6,954,788	\$54,990
Medium-Density Residential	188.0	1.00	1,504	108	37.67%	\$5,938,977	\$54,990
High-Density Residential	9.7	1.00	193	10	3.38%	\$533,406	\$54,990
HDR - Comm. (Commercial)	1.1	1.00	25	1	0.40%	\$62,469	\$54,990
Age-Restricted Apartments	9.0	1.00	241	9	1.13%	\$434,914	\$54,990
Village Commercial	27.3	1.00	100	27	9.51%	\$1,531,240	\$54,990
Community Commercial	4.9	1.00	5	5	6.9%	\$287,454	\$54,990
<b>Total</b>	<b>287.2</b>		<b>2,952</b>	<b>287</b>	<b>100.00%</b>	<b>\$15,793,254</b>	

\* drainage area

Source: City of Sacramento North Natomas Community Plan Financing Plan Nexus Study.

[1] Developable acres equals land planned for urban development excluding Farms, schools, civil uses, agricultural and freeway buffers, and roads.

B-2

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**Table B-3**  
**Greenbriar Public Facilities Financing Plan**  
**Landscaping Facilities Cost Allocation**

Land Use	Freeway & Roadway Landscaping						
	Net Developable Acres [1]	Common Use Factor	Units	Total Use	Percent Share	Cost	Cost per Acre
Low-Density Residential	127.2	1.00	983	127	44.25%	\$3,845,427	\$30,231
Medium-Density Residential	108.0	1.00	1,504	108	37.67%	\$3,264,985	\$30,231
High-Density Residential	9.7	1.00	190	10	3.36%	\$293,244	\$30,231
HDR - Comm. Commercial	1.1	1.00	25	1	0.41%	\$74,354	\$30,731
Age-Restricted Apartments	9.0	1.00	240	9	3.13%	\$272,082	\$30,231
Village Commerce	21.3	1.00	27	9.5%	\$925,316	\$30,231	
Community Commercial	4.9	1.00	5	1.63%	\$147,024	\$30,231	
<b>Total</b>	<b>287.2</b>		<b>2,852</b>	<b>287</b>	<b>100.00%</b>	<b>\$8,682,441</b>	

Source: North Nations Community Plan & EPS.

[1] Developable acres equals land planned for urban development excluding parks, schools, civic uses, agricultural and freeway buffers, and roads.

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**Table B-4**  
**Greenbriar Public Facilities Financing Plan**  
**Fire Facilities Cost Allocation**

Land Use	Fire Facilities						Total Cost per DU
	Net Acres [1]	Developable Acres [1]	Clementon Use Factor [2]	Units	Total Use	Percent Share	
Low-Density Residential	127.2	19,516.5	99.0	2,482,600	41.41%	\$630,048	\$4,853
Medium-Density Residential	148.0	25,986.7	50.4	2,707,200	45.16%	\$667,376	\$6,362
High-Density Residential	9.7	19,587.6	19.0	190,000	3.17%	\$46,221	\$4,971
HDR. Comm. Commercial	1.1	22,000.0	25	25,000	0.42%	\$6,345	\$5,554
Age-Restricted Apartments	9.0	25,666.7	24.0	240,000	4.50%	\$60,911	\$6,768
Village Commercial	27.3	13,880.0	—	287,297	4.96%	\$75,453	\$2,754
Community Commercial	4.8	10,890.0	—	52,965	0.98%	\$13,442	\$2,764
<b>Total</b>	<b>267.2</b>	<b>59,944.962</b>		<b>2,952</b>	<b>100.00%</b>	<b>\$1,821,466</b>	

Source: North Naples Community Plan & EPS.

- [1] Developable acres equals land planned for urban development excluding parks, schools, civic uses, agricultural and treeway buffers, and tree buffers.
- [2] Clementon use factor is based on total building square footage per acre. See Table C-5.

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**Table B-5**  
**Greenbriar Public Facilities Financing Plan**  
**Library Facilities Cost Allocation**

Land Use	Library Facilities						Cost per DU
	Net Developable Acres [1]	Common Use Factor [2]	Units	Total Use	Percent Share	Cost Acre	
Low-Density Residential	127.2	19.9%	983	2,532	41.73%	\$743,046	\$5,842
Medium-Density Residential	106.0	26.0%	1,534	2,868	47.27%	\$641,637	\$7,753
High-Density Residential	9.7	30.1%	136	293	4.82%	\$85,862	\$825.2
HDR - Comm. Commercial	1.1	33.8%	25	39	0.53%	\$11,298	\$9,942
Age-Restricted Apartments	9.0	26.0%	243	240	3.98%	\$70,417	\$7,822
Village Commercial	27.3	3.3%	62	1,35%	\$24,033	\$389.1	
Community Commercial	4.9	3.0%	15	0.24%	\$6,282	\$1,365	
<b>Total</b>	<b>287.2</b>		<b>2,952</b>	<b>6,068</b>	<b>100.00%</b>	<b>\$1,790,566</b>	

[1] Developable acres equals land planned for urban development excluding parks, schools, civic uses, agricultural and forestry buffers, and roads.  
[2] See Table C-6.

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Table B-8  
Greenbriar Public Facilities Financing Plan  
Police Facilities Cost Allocation

Land Use	Net Developable Acres [1]	Common Use Factor	Units	Total Use	Percent Share	Cost	Cost per Acre	Cost per DU
Low-Density Residential	127.2	11.17	983	1,421	32.58%	\$782,969	\$6,195	\$789
Medium-Density Residential	106.0	13.47	1,504	2,102	48.19%	\$1,158,174	\$10,724	\$770
High Density Residential	9.7	27.38	190	286	6.09%	\$146,312	\$15,084	\$770
HDR - Comm. Commercial	1.1	30.75	25	36	0.80%	\$19,252	\$1,541	\$770
Age Restricted Apartments	9.0	8.57	240	77	1.77%	\$42,507	\$4,723	\$777
Village Commercial	27.3	14.35	393	393	6.38%	\$215,869	\$7,906	
Community Commercial	4.9	14.35	70	70	1.60%	\$38,462	\$7,808	
<b>Total</b>	<b>287.2</b>		<b>2,862</b>	<b>4,363</b>	<b>100.00%</b>	<b>\$2,403,553</b>		

[1] Developable acres equals land planned for urban development excluding parks, schools, GEMC uses, agriculture and forestry buffers, and roads.

[2] See Table C-7

Source: Staff

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**Table B-7**  
**Greenbriar Public Facilities Financing Plan**  
**Transit Cost Allocations**

Land Use	Net Developable Acres [1]						Transit Facilities	
	Developable Acres [1]	User Factor [2]	Units	Total Use	Percent Share	Cost Share	Cost per Acre	Cost per DU
Low-Density Residential	127.2	.74-.94	993	9.535	24.30%	\$551,063	\$4,647	\$5515
Medium-Density Residential	108.0	.411-.41	504	12.032	30.67%	\$748,021	\$5,035	\$4,928
High-Density Residential	8.7	.123-.40	190	1.197	3.01%	\$74,216	\$7,651	\$391
HDR - Comm. Commerce	1.1	.138-.62	25	.156	0.41%	\$58,786	\$8,534	\$391
Age-Restricted Apartments	9.0	.82-.17	240	.740	1.90%	\$45,851	\$5,095	\$191
Village Commerce	27.3	.510-.00	13,922	35.45%	\$963,269	\$31,622		
Community Commerce	4.9	.340-.00	1,654	4.21%	\$102,531	\$21,381		
<b>Total</b>	<b>287.2</b>		<b>2,952</b>	<b>39.236</b>	<b>100.00%</b>	<b>\$2,432,719</b>		

[1] Developable acres equals land planned for urban development excluding parks, schools, civic uses, agricultural and freeway buffers, and roads.  
[2] Road and Freeway common use factors are used to allocate costs for transit facilities. See Table C-2.

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Approved by City Council

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**Table B-8**  
**Greenbriar Public Facilities Financing Plan**  
**Mainline Freeway Cost Allocations**

Land Use	Net Developable Acres [1]	Use Factor [2]	Units	Total Use	Percent Share	Cost Share	Cost per Acre	Cost per DU
Low-Density Residential	127.2	74.94	993	5,523	32.30%	\$366,931	\$2,886	\$37.0
Medium-Density Residential	108.0	111.41	1,504	12,332	60.77%	\$403,129	\$4,288	\$37.8
High-Density Residential	0.0	123.40	190	0	0.00%	\$0	\$0	\$0
HDR - Comm. Commercial	1.1	138.60	25	155	0.53%	\$8,062	\$51.35	\$24.2
Age-Restricted Apartments	0.0	92.17	240	0	0.00%	\$0	\$0	\$0
Village Commercial	27.3	255.00	5,962	23,587	5267.95%	\$9,815	\$1,720	\$41.5
Community Commercial	4.9	170.00	827	2,865	531.82%	\$3,826	\$4,544	
<b>Total</b>	<b>288.5</b>		<b>2,952</b>	<b>29,511</b>	<b>100.00%</b>	<b>\$1,135,804</b>		

Source: MTC

[1] Developable acres equals land planned for urban development excluding parks, schools, civic uses, agricultural and freeway buffers, and roads.

[2] Road and Freeway common use factors are used to allocate costs to mainline freeway facilities. See Table C-2.

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**Table B-9**  
**Greenbriar Public Facilities Financing Plan**  
**Parks Cost Allocations**

Land Use	Parks						Cost per DU
	Developable Acres [1]	Use Factor [2]	Units/ Bldg. Sq. Ft	Total Use	Percent Share	Cost Share	
Low-Density Residential	127.2	1.20	992	992	35.90%	\$5,038,769	\$40,085
Medium-Density Residential	138.0	1.00	1,504	1,504	54.30%	\$7,722,807	\$71,526
High-Density Residential	6.7	0.59	190	112	4.06%	\$2,756,190	\$359,455
HDR - Comm. Commercial	1.1	0.69	25	15	0.53%	\$75,815	\$56,717
Age-Restricted Apartments	9.5	0.59	240	142	5.13%	\$727,820	\$30,959
Village Commercial	27.3	0.00	297	2	0.00%	\$1	\$0
Community Commercial	4.9	0.00	65	0	0.00%	\$0	\$0
<b>Total</b>	<b>287.2</b>		<b>2,766</b>	<b>1,000%</b>		<b>\$14,201,200</b>	

[1] Developable acres equals land planned for urban development excluding parks, schools, civic uses, agricultural and freeway buffers, and roads.  
[2] See Table C-8

Table B-9

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**Table B-10**  
**Greenbriar Public Facilities Financing Plan**  
**Water Cost Allocations**

Land Use	Water						Cost per DU
	Developable Acres [1]	Use Factor [2]	Units	Total Use	Percent Share	Cost Acre	
Low Density Residential	127.2	4.746.42	993	621,744	34.00%	\$3,333.773	\$26,189
Medium-Density Residential	106.0	8.486.96	1,504	914,432	51.50%	\$5,345.563	\$46,716
High-Density Residential	9.7	7.257.51	190	70,490	3.97%	\$388.943	\$40,097
HDR - Comm. Commercial	1.1	6.162.00	26	9,275	1.52%	\$51.177	\$45,035
Age-Restricted Apartments	9.0	9.893.32	240	69,040	5.01%	\$481.296	\$54,508
Village Commercial	27.3	2.759.00	297	75,321	4.24%	\$615.897	\$15,223
Community Commercial	4.9	2.759.00	65	13,419	0.76%	\$74.041	\$15,223
<b>Total</b>	<b>287.2</b>			<b>1,775,720</b>	<b>100.00%</b>	<b>\$9,797,895</b>	

[1] Developable acres equals land planned for urban development excluding parks, schools, civic uses, agricultural and freeway buffers, and roads.

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**Table B-11**  
**Greenbriar Public Facilities Financing Plan**  
**Wastewater Cost Allocations**

Land Use	Wastewater						Percent Share	Cost per Acre	Cost per DU
	Developable Acres [1]	Use Factor [2]	Units	Total Use	Percent				
Low-Density Residential	127.2	1.483.25	893	188,670	33.64%	\$2,189.11	\$17,053	\$2,194	
Medium-Density Residential	168.0	2.645.53	1,504	285,760	50.94%	\$1,285.340	\$10,420	\$2,194	
High-Density Residential	9.7	2.540.39	190	24,700	4.40%	\$283.977	\$29,775	\$1,495	
HDR - Comm. Commercial	1.1	2.860.00	25	3,250	0.58%	\$397.385	\$12,481	\$1,495	
Age-Restricted Apartments	9.0	3.456.67	240	31,200	5.56%	\$358.702	\$19,856	\$1,495	
Village Commercial	27.3	850.00	297	23,200	4.14%	\$265.764	\$8,772		
Community Commercial	4.5	850.00	65	4,134	0.74%	\$47.529	\$8,772		
<b>Total</b>	<b>297.3</b>			<b>560,919</b>	<b>100.00%</b>	<b>\$6,446,803</b>			

[1] Developable acres equals land planned for urban development excluding parks, wetlands, civic uses, agricultural and forestry buffers, and roads.

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## APPENDIX C

### COST ALLOCATION USE FACTORS

Table C-1	Adjusted Common Use Factors for Road and Freeway Common Use Factor Calculation .....	C-1
Table C-2	Roadways, Freeways, Bikeways, Shuttles, Transit, and Mainline Freeway Use Factor Calculation.....	C-2
Table C-3	Freeway and Roadway Landscaping and Drainage Common Use Factor Calculation .....	C-3
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Table C-8	Parks Common Use Factor Calculation .....	C-8
Table C-9	Water Common Use Factor Calculation .....	C-9
Table C-10	Wastewater Common Use Factor Calculation .....	C-10

**DRAFT****Table C-1****Greenbriar Public Facilities Financing Plan****Adjusted Common Use Factors for Road and Freeway Common Use Factor Calculation**

Land Use	Common Use Factor	Intensity Factor [1]	Adjusted Use Factor
Low-Density Residential	74.94 Trips/acre/day	1.00	74.94
Medium-Density Residential	111.41 Trips/acre/day	1.00	111.41
High-Density Residential	123.40 Trips/acre/day	1.00	123.40
HDR - Comm. Commercial	138.60 Trips/acre/day	1.00	138.60
Age-Restricted Apartments	82.17 Trips/acre/day	1.00	82.17
Village Commercial	510.00 Trips/acre/day	1.00	510.00
Community Commercial	340.00 Trips/acre/day	1.00	340.00

Source: City of Sacramento staff, Dokken &amp; Associates, and EPS.

Road ad<sup>d</sup>

- [1] The intensity use factor reflects the relative amount of trips generated in a 10-hour period.  
The majority of residential and employment generating land use trips occur in a 10-hour period.

**DRAFT****Table C-2****Greenbriar Public Facilities Financing Plan****Roadways, Freeways, Bikeways, Shuttles, Transit, and Mainline Freeway Use Factor Calculation**

Land Use	Adjusted Use Factor	Density	Common Use Factor (Use Factor x Density)
Low-Density Residential	9.00 trips/day	7.81 du/acre	74.94 trips/acre/day
Medium-Density Residential	8.00 trips/day	13.83 du/acre	111.41 trips/acre/day
High-Density Residential	6.30 trips/day	19.59 du/acre	123.40 trips/acre/day
HDR - Comm. Commercial [1]	6.30 trips/day	22.00 du/acre	138.60 trips/acre/day
High-Density Residential - Senior	3.06 trips/day	26.67 du/acre	82.17 trips/acre/day
Village Commercial	510.00 trips/acre/day		510.00 trips/acre/day
Community Commercial	340.00 trips/acre/day		340.00 trips/acre/day

<sup>[1] Daily road use</sup>

Source: City of Sacramento North Natomas Community Plan Financing Plan Nexus Study.

[1] The Community Commercial parcel includes 25 residential units. These units are assigned the same use factor as typical high density residential in this analysis.

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**Table C-3**  
**Greenbriar Public Facilities Financing Plan**  
**Freeway and Roadway Landscaping and Drainage**  
**Common Use Factor Calculation**

Land Use	Common Use Factor	
Low-Density Residential	1.00	1.00 per Acre
Medium-Density Residential	1.00	1.00 per Acre
High-Density Residential	1.00	1.00 per Acre
HDR - Comm. Commercial	1.00	1.00 per Acre
Age-Restricted Apartments	1.00	1.00 per Acre
Village Commercial	1.00	1.00 per Acre
Community Commercial	1.00	1.00 per Acre

"Storage\_EDU"

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**Table C-4**  
**Greenbrier Public Facilities Financing Plan**  
**Landscaping Common Use Factor Calculation**

Land Use	Common Use Factor	
Low-Density Residential	1.00	1.00 per Acre
Medium-Density Residential	1.00	1.00 per Acre
High-Density Residential	1.00	1.00 per Acre
HDR - Comm. Commercial	1.00	1.00 per Acre
Age-Restricted Apartments	1.00	1.00 per Acre
Village Commercial	1.00	1.00 per Acre
Community Commercial	1.00	1.00 per Acre

Source: North Natomas Community Plan & EPS

Planning, Landscaping, EDCP

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**Table C-5**  
**Greenbriar Public Facilities Financing Plan**  
**Fire Station and Equipment Common Use Factor Calculation**

Land Use	Use Factor	Density	Common Use Factor [Use Factor x Density]
Low-Density Residential	2,500 Bdg. Sq. Ft./Unit	7.81 du/acre	19,517 Bdg. Sq. Ft./Acre
Medium-Density Residential	1,800 Bdg. Sq. Ft./Unit	13.93 du/acre	25,067 Bdg. Sq. Ft./Acre
High-Density Residential	1,300 Bdg. Sq. Ft./Unit	19.59 du/acre	19,588 Bdg. Sq. Ft./Acre
IOR - Comm. Commercial	1,300 Bdg. Sq. Ft./Unit	22.00 du/acre	22,000 Bdg. Sq. Ft./Acre
Age-Restricted Apartments	1,000 Bdg. Sq. Ft./Unit	25.67 du/acre	28,867 Bdg. Sq. Ft./Acre
Village Commercial	10,890 Bdg. Sq. Ft./Unit		10,890 Bdg. Sq. Ft./Acre
Community Commercial	10,890 Bdg. Sq. Ft./Unit		10,890 Bdg. Sq. Ft./Acre

\*Per EDC\*

Source: North-Natomas Community Plan &amp; EPS.

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**Table C-6**  
**Greenbriar Public Facilities Financing Plan**  
**Library Common Use Factor Calculation**

Land Use	Use Factor [1]	Employee Benefit Factor	Density	Common Use Factor (Use Factor x Density)
Low-Density Residential	2.55 people/du		7.91 du/acre	19.91 people/acre
Medium-Density Residential	1.91 people/du		13.83 du/acre	26.56 people/acre
High-Density Residential	1.54 people/du		19.59 du/acre	30.16 people/acre
HDR - Comm. Conference	1.54 people/du		22.03 du/acre	33.88 people/acre
Age-Restricted Apartments	1.03 people/du		26.67 du/acre	26.57 people/acre
Village Commercial	30.00 employees/acre	1.0%		3.00 people/acre
Community Commercial	30.00 employees/acre	1.0%		3.00 people/acre

Year 2015

Source: North Narragansett Community Plan

[1] Population factors differ for library and parks because they were taken from different studies with different population standards.

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**Table C-7**  
**Greenbriar Public Facilities Financing Plan**  
**Police Substation and Equipment Common Use Factor Calculation**

Land Use	Use Factor	Density	Common Use Factor (Use Factor x Density)
Low-Density Residential	1.43 calls/unit	7.81 calls/acre	11.17 calls/acre
Medium-Density Residential	1.40 calls/unit	13.93 calls/acre	19.47 calls/acre
High-Density Residential	1.40 calls/unit	19.59 calls/acre	27.39 calls/acre
HCR - Comm. Commercial	1.40 calls/unit	22.00 calls/acre	37.75 calls/acre
Age-Restricted Apartments	0.32 calls/unit	26.67 calls/acre	8.57 calls/acre
Village Commercial	14.35 calls/acre		14.35 calls/acre
Community Commercial	16.35 calls/acre		14.35 calls/acre

Source: City of Sacramento Police Department, 1994.

Police\_Safety\_EPU

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**Table C-8**  
**Greenbriar Public Facilities Financing Plan**  
**Parks Common Use Factor Calculation**

Land Use	People per Unit	Sq. Ft. per Employee	People per 1,000 Sq. Ft.	% of Park User	Park Users per DUE	EDU Factor
	[1]	[2]	[3]	[3]	[3]	[4]
Low-Density Residential	2.98			100%	2.98	1.00
Medium-Density Residential	2.88			100%	2.98	1.00
High-Density Residential	1.78			100%	1.76	0.59
HDR + Comm. Commercial	1.76			100%	1.76	0.59
Age-Restricted Apartments	1.76			100%	1.76	0.59
Village Commercial		500	2.00	0%	0.00	0.00
Community Commercial		500	2.00	0%	0.00	0.00

\*per 1,000 EDU\*

[1] Factors derived from City Code 16.54.031. Library and parks factors differ because they were taken from different studies with different population standards. This will be reconciled before final adoption of this report.

[2] Source: EPS

[3] See City of Sacramento Parks Fee Nexus Study

[4] Park users per DUE=Single-family park users per DUE