

development in support of surrounding housing. The project also promotes the use of public transportation by incorporating a light rail station at the core of development. (DEIR, p. 3-1.)

The project has the following project objectives:

- create a quality residential development near the major employment centers of downtown Sacramento and Metro Air Park,
- create a transit-oriented, pedestrian-friendly development,
- provide development and land for construction of a light rail stop along the proposed Downtown-Natomas-Airport light rail line with densities that would support the feasibility of a light rail line,
- develop the project site in a manner consistent with and supportive of Sacramento Area Council of Government's (SACOG's) Blueprint plan,
- develop a project that is consistent with the Sacramento International Airport Comprehensive Land Use Plan (CLUP) to the degree feasible,
- design a project that promotes using various modes of transportation by locating high-density residential development within a quarter-mile of the proposed light rail station,
- provide vertically and horizontally mixed-use neighborhoods,
- provide neighborhood and community retail near residential development to shorten or reduce the number of vehicle trips,
- incorporate parks and open space into the project design in a manner that provides community connectivity,
- create a residential development with a variety of housing types,
- provide park and recreation opportunities within walking distance of residents,
- provide an elementary school site to serve the project's student demands,
- encourage walking and bicycle use by designing residential areas in a grid street pattern,
- make efficient use of development opportunity as the project site is bordered on three sides by existing or planned urban development,
- satisfy the requirements of the City of Sacramento's Inclusionary Housing Ordinance in part by providing an age-restricted facility (senior housing, retirement community) located near transit and other services that are affordable to very low- and low-income households, and
- ensure adequate, timely, and cost effective public services for the project
- develop and implement the project consistent with the General Plan Update Vision and Guiding Principles adopted by the City of Sacramento.

#### E. Project Alternatives.

Public Resources Code section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would *substantially lessen* the significant environmental effects of such projects[.]" (Pub. Resources Code, § 21002, italics added.) The same statute states that the procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will *avoid* or *substantially lessen* such significant effects." (*Ibid.*, italics added.) Section 21002 goes on to state that "in the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects." (*Ibid.*)

CEQA defines "feasible" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors." (Pub. Resources Code, § 21061.1.) The CEQA Guidelines add another factor: "legal" considerations. (CEQA Guidelines, § 15364; see also *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 565 (*Goleta II*).) Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site. (CEQA Guidelines, § 15126.6, subd. (f)(1).) The concept of "feasibility" also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project. (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417.)

Where a significant impact can be substantially lessened (i.e., mitigated to an "acceptable level") solely by the adoption of mitigation measures, the lead agency, in drafting its findings, has no obligation to consider the feasibility of alternatives with respect to that impact, even if the alternative would mitigate the impact to a greater degree than the project. (Pub. Resources Code, § 21002; *Laurel Hills Homeowners Association v. City Council* (1978) 83 Cal.App.3d 515, 521; see also *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 691, 730-731; and *Laurel Heights Improvement Association v. Regents of the University of California* (1988) 47 Cal.3d 376, 400-403.) In short, CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environmental impacts that would otherwise occur. Project modification or alternatives are not required, however, where such changes are infeasible or where the responsibility of modifying the project lies with some other agency. (CEQA Guidelines, § 15091, subds. (a), (b).)

With respect to a project for which significant impacts are not avoided or substantially lessened, a public agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found the project's "benefits" rendered "acceptable" its "unavoidable adverse environmental effects." (CEQA Guidelines, §§ 15093, 15043, subd. (b); see also Pub. Resources Code, § 21081, subd. (b).) The California Supreme Court has stated that, "[t]he wisdom of approving . . . any development project, a delicate task which requires a balancing of interest, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced." (*Goleta II, supra*, 52 Cal.3d at p. 576.)

The preceding discussion regarding Project impacts reveals that nearly every significant effect identified in the EIR has been at least substantially lessened, if not fully avoided, by the adoption of feasible mitigation measures.

Thus, as a legal matter, the City, in considering alternatives in these findings, need only determine whether any alternatives are environmentally superior with respect to those significant and unavoidable impacts. If any alternatives are in fact superior with respect to those impacts, the City is then required to determine whether the alternatives are feasible. If the City determines that no alternative is both feasible and environmentally superior with respect to the unavoidable significant impacts identified in the DEIR, the City may approve the Project as mitigated, after adopting a statement of overriding considerations.

CEQA does not require that all possible alternatives be evaluated, only that "a range of feasible alternatives" be discussed so as to encourage both meaningful public participation and informed decision making. (CEQA Guidelines, § 15126.6, subd. (a).) "The discussion of alternatives need not be exhaustive, and the requirement as to the discussion of alternatives is subject to a construction of reasonableness. The statute does not demand what is not realistically possible given the limitation of time, energy, and funds. 'Crystal ball' inquiry is not required." (*Residents Ad Hoc Stadium Committee v. Board of Trustees* (1979) 89 Cal.App.3d 274, 286; see also CEQA Guidelines, § 15126.6, subd. (f)(3).) Indeed, as stated by the court in *Village of Laguna Beach, Inc. v. Board of Supervisors* (1982) 134 Cal.App.3d 1022, 1028, although there may be "literally thousands of 'reasonable alternatives' to the proposed project . . . 'the statutory requirements for consideration of alternatives must be judged against a rule of reason.'" (*Ibid.*, quoting *Foundation for San Francisco's Architectural Heritage v. City and County of San Francisco* (1980) 106 Cal.App.3d 893, 910.) "Absolute perfection is not required; what is required is the production of information sufficient to permit a reasonable choice of alternatives so far as environmental aspects are concerned." (*Id.*, at p. 1029.) The requirement has been fulfilled here; the DEIR examined the Project alternatives in detail, exploring their comparative advantages and disadvantages with respect to the Project. As the following discussion demonstrates, however, only the Project as proposed is feasible in light of Project objectives and other considerations.

The City Council has considered the Project alternatives presented and analyzed in the final EIR and presented during the comment period and public hearing process. Some of these alternatives have the potential to avoid or reduce certain significant or potentially significant environmental impacts, as set forth below. The City Council finds, based on specific economic, legal, social, technological, or other considerations, that these alternatives are infeasible. Each alternative and the facts supporting the finding of infeasibility of each alternative are set forth below.

### **Alternatives Considered and Dismissed from Further Consideration**

CEQA requires that the lead agency identify any alternatives that were considered but rejected as infeasible during the scoping process, and briefly explain the reasons underlying the infeasibility determination (State CEQA Guidelines, Section 15126.6[c]). Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR is failure to meet most of the basic project objectives, infeasibility, or inability to avoid significant environmental impacts. The DEIR included the following alternatives that were considered, but dismissed from further consideration. (DEIR, pp. 4-4.)

#### **1. Off-Site Alternative**

In many EIRs, an off-site alternative is evaluated to provide a greater range of possible alternatives to consider in the decision-making process. The key question is whether an off-site alternative is available that would feasibly attain most of the basic objectives of the project, and would also avoid or substantially lessen any of the environmental effects of the project (CEQA Guidelines Section 15126.6[a]). The basic objectives of the Greenbriar project include creating a residential development located near downtown Sacramento and Metro Air Park, as well as creating a single-family residential neighborhood that meets the growth principles established by

the Sacramento Area Council of Government's (SACOG) Blueprint plan, and providing development and land for construction of the proposed Downtown-Natomas-Airport (DNA) light rail extension. The Project site is the most reasonable location to provide urban development that would support a light rail stop because it is the only site that surrounds the proposed alignment for the DNA light rail line. While the Project site is the only available site located on the proposed DNA line alignment, in order to find an off-site alternative, the North Natomas community was considered because it is located within close proximity of the proposed DNA line and it is an area that supports new growth and development.

Development in the North Natomas area has occurred fairly rapidly since adoption of the NNCP in 1994 and of the properties that are currently designated for residential land uses, there is not a known site that could accommodate a development similar to the Greenbriar project (in size) that is not already being pursued for development by other property owners. Further, there are not sufficient properties available that, when combined, could provide sufficient area for the proposed land uses. Areas that are currently being actively pursued by other developers include the area to the south of the project site, the Panhandle area (in the eastern portion of North Natomas, north and south of Del Paso Road), the area just west of Natomas Crossing, and the area to the southeast of the junction of State Route 70/99 (SR 70/99) and Elkhorn Boulevard. These vacant properties are either currently under City review for development, or homebuilders (other than the Greenbriar property owner) are actively assembling land in anticipation of submitting a development application. The City believes that, as a result of this lack of available land, it will need to look to development of the Greenbriar project in order to accommodate expected future growth. (See Letter from Scot Mende, New Growth Manager, City of Sacramento to Donald Lockhart, Assistant Executive Officer, Sacramento LAFCo, dated August 27, 2007.)

Further, nNone of the undeveloped residential properties within the NNCP area is currently owned by the Greenbriar property owner. Although it may be possible for the applicant to acquire a property of a similar size or acquire an aggregate of properties that could accommodate the proposed land use within the North Natomas area, given the timing of the application and the status of development in the North Natomas area, it is not reasonable to consider that the applicant would be successful in obtaining such a property and there is no site available that provides a key transit station. Pursuant to CEQA, an EIR must describe a reasonable range of alternatives to the project, or to the location of the project, that could feasibly attain most of the basic objectives of the project while avoiding or substantially lessening any of the significant effects of the project. (CEQA Guidelines section 15126.6, subd. (a),(f).) Notably, "among the factors that may be taken into account when addressing the feasibility of alternatives is whether the proponent can reasonably acquire, control or otherwise have access to the alternative site. (CEQA Guidelines section 15126.6, subd. (f)(1), emphasis added.)

In *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 574, the court rejected petitioner's claim that the county should not have rejected alternative sites simply because the applicant did not own them: "A project alternative which cannot be feasibly accomplished need not be exhaustively considered. A feasible alternative is one which can be 'accomplished in a successful manner within a reasonable period of time, taking into account economic, legal social and technological factors.' Whether a property is owned or can reasonably be acquired by the project proponent has a strong bearing on the likelihood of a project's ultimate costs and the changes for an expeditious and 'successful accomplishment'." In this instance, the property required for the off-site alternative cannot be reasonably acquired by the project applicant.

Further, In addition, –while other property may be available outside the City limits, it would be more distant from the City and would “leapfrog” undeveloped areas, leading to undesirable land use patterns and substantial growth inducement potential. (See testimony from Mike McKeever, Executive Director, SACOG, October 11, 2007 Planning Commission Hearing.) For these reasons, an off-site alternative would not be a feasible project for the applicant to implement and this alternative would create land use patterns that would be inconsistent with this vision of the City’s general plan including extension of light rail service. This alternative was therefore rejected from further consideration. (DEIR, p. 4-4 to 4-5.)

Nonetheless, an analysis is provided below to describe the comparative environmental effects if this alternative were feasible. For the reasons described above, while an off-site alternative that would be located within the North Natomas area is considered in the EIR, a specific off-site property has not been selected as the “off-site alternative project site.” However, to consider the relative environmental impacts of an alternative in one of the undeveloped areas of the NNCP currently designated for low or medium density residential development, the EIR provides a comparative analysis of a theoretical off-site alternative within the vacant low or medium density residential properties within the NNCP. (DEIR, pp. 8-1 to 8-2.)

#### Comparative Environmental Effects

A key aspect of this alternative is that, if development of the project were to occur within the boundaries of the NNCP, it would displace development that would otherwise occur within the boundaries of the NNCP. It is assumed, therefore, that the overall development of the NNCP would be the same, i.e., development of the project would replace a similar level of development already planned within the NNCP, but the Greenbriar site would not be developed. Therefore, overall development (considering the NNCP and Greenbriar) would be less under this alternative than under the proposed project if this alternative were feasible. (DEIR, p. 8-2.)

#### Impacts Reduced Under the Off-Site Alternative:

With less development, it can be assumed that an off-site alternative within the boundaries of the NNCP would result in comparatively substantially less traffic impacts; and less impact to agricultural lands would result as fewer acres (i.e., 518 fewer acres) of Important Farmland would be converted to urban uses. (DEIR, p. 8-2, 8-5.) Further, because less land would be developed under this alternative, it would have less of an effect on sensitive biological resources. (DEIR, pp. 8-5 to 8-6.) A development within the NNCP would also result in the less aesthetic resources impacts, because the existing urban core of the City would be maintained. (DEIR, p. 8-4.)

Development of a site within the NNCP would not result in demands that are additive to overall development demands of the NNCP because they have already been included in those projections for that area. For this reason, an off-site alternative, while resulting in the same demands as the project based on a per capita demand factor for each public services and parks and open space, would have comparatively less impacts because demands associated with build out of the NNCP area have already been planned for by the City the NNCP. (DEIR, pp. 8-3 to 8-4.)

If an alternative were developed within an available site within the NNCP, noise levels associated with roadway traffic volumes would likely be comparatively less (i.e., less than 74 to 81.1 dBA unmitigated) because this site would be located at a greater distance from the

combined impacts of traffic noise from I-5 and SR 70/99. Thus, significant noise impacts to residential and school uses may be eliminated depending on the location of the off-site alternative. However, final determination of traffic noise reductions can not be made with knowing the specific location of the off-site alternative. Similarly, although noise impacts at the site from aircraft operations at Sacramento International Airport are less than significant, the off-site alternative would likely be located a greater distance from regularly used flight paths and would therefore be subject to less frequent overflights by aircraft and would likely have reduced single event (SENL) levels. When compared to the project, because of its likely more distant location from I-5 and SR 70/99 and airport operations, the off-site alternative would result in less noise impacts when compared to the project. (DEIR, p. 8-3.)

With respect to public hazards, the DEIR notes that a project site within the boundaries of the NNCP would locate the proposed lake/detention basin at a greater distance from the Sacramento International Airport, which would reduce potential bird hazard impacts in comparison to the project. The Sacramento International Airport discourages the construction of water features which could attract hazardous wildlife within 5 miles of the airport. Although the off-site alternative would construct the same water feature at a greater distance from the airport, it nonetheless would likely be located within the airport's 5-mile radius and would be considered a hazardous wildlife attractant. However, implementation of the project's mitigation to reduce bird hazards from the lake would reduce this impact to a less-than-significant level.

Impacts Similar Under the Off-Site Alternative:

Project impacts related to construction noise, geology, water quality and cultural resources would remain similar under an off-site alternative. In addition, as the air quality impacts identified for the proposed project are related to construction, the land uses proposed (e.g., residential, elementary school and commercial tenants), and the location of these land uses adjacent to I-5 and SR 70/99, construction of an off-site alternative would result in the same construction and long-term operational emissions as the project because the same land uses would be developed. Similarly, operational emissions associated with the off-site alternative would be the same as the proposed project because the same land uses are proposed. However, because overall there would be less development under this alternative than if the Greenbriar site were to develop, regional emissions would be substantially less than with the project. Further, depending on the location of the off-site alternative, the off-site alternative may not be located in close proximity (i.e., within 500 feet) of a nearby freeway (e.g., I-5 or SR 70/99) and may reduce potential less-than-significant health risk-related air quality impacts associated with toxic air contaminants. However, because the specific location for the off-site alternative is not known, it can not be determined with any certainty whether this project would reduce this potential. Therefore, the DEIR concludes that overall the project would result in similar air quality impact. (DEIR, p. 8-2.)

Significant and Unavoidable Impacts That Would No Longer Occur:

The significant environmental impacts that would occur with the provision of wastewater treatment services (i.e., expanded wastewater treatment facilities) to the project would not be expected to occur under this alternative because the NNCP area is within the City's corporate boundaries and was planned for in the SRCSD's facility master plan. Therefore, this alternative would eliminate the project's significant and unavoidable impact to wastewater treatment services. Although the proposed project and an off-site alternative within the boundaries of the NNCP would have similar utility system demands, the off-site alternative would eliminate the project's significant and unavoidable impact to wastewater treatment services. (DEIR, p. 8-3.)

Further, the alternative would eliminate the project's potential inconsistency with the Sacramento International Airport Comprehensive Land Use Plan (CLUP) requirement to limit land uses (i.e., parks and light rail station) that would result in a substantial concentration of people (i.e., 25 persons per acre on average of 50 persons per acre at any one time) because the off-site alternative would be located outside the airport's overflight safety zone. Therefore, the off-site alternative would eliminate the project's significant and unavoidable CLUP consistency impact.

#### Feasibility/Relationship to Project Objectives

Depending on the specific location, the off-site alternative may be able to meet the project's objectives related to creation of a pedestrian-friendly development; development of a project that is consistent with SACOG's Blueprint plan, development of a residential development near the major employment centers of downtown Sacramento and Metro Air Park; provision of vertically and horizontally mixed neighborhoods; incorporation of parks and open space in a manner that provides connectivity; creating a residential development with a variety of housing types; and providing housing and employment opportunities that meet the City's long-term housing and employment demand projections. In addition, an off-site alternative could possibly further support and implement the project objective related to developing a project that is consistent with the Sacramento International Airport CLUP because it would eliminate the project's inconsistency with the safety requirement of maintaining a density of 50 persons per acres for the proposed light rail station, and park areas.

However, the off-site alternative would not meet the project's key objective of providing development and land for construction of the DNA light rail extension, nor would it meet project objectives related to providing readily accessible on-site light rail transit opportunities. (DEIR, p. 8-6.) Failure to meet these objectives makes an off-site alternative infeasible. (See *Association of Irritated Residents v. County of Madera* (2003) 107 Cal.App.4th 1383, 1400; *Sequoyah Hills Homeowners v. City of Oakland* (1993) 23 Cal.App.4th 704, 715 (agency may properly reject an environmentally superior project alternative for failing to meet "the fundamental objective of the project").) Also, the City has stated that, as a result of this lack of available land, it will need to look to development of the Greenbriar project in order to accommodate expected future growth. (See Letter from Scot Mende, New Growth Manager, City of Sacramento to Donald Lockhart, Assistant Executive Officer, Sacramento LAFCo, dated August 27, 2007.)

CEQA defines "feasible" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors." (Pub. Resources Code, § 21061.1.) The CEQA Guidelines add another factor: "legal" considerations. (CEQA Guidelines, § 15364; see also *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 565 (*Goleta II*.)) Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site. (CEQA Guidelines, § 15126.6, subd. (f)(1).)

As discussed above, this alternative was rejected from further consideration because of its infeasibility. None of the undeveloped residential properties within the NNCP area is currently owned by the Greenbriar property owner and, given the timing of the application and the status

of development in the North Natomas area, it is not reasonable to consider that the applicant would be successful in obtaining such a property. Further, there is no other site available on the proposed DNA light rail line that could provide a key transit station. Finally, while other property may be available outside the City limits, it would be more distant from the City and would "leapfrog" undeveloped areas, leading to undesirable land use patterns and substantial growth inducement potential.

## 2. Reduced Traffic Alternative

The reduced traffic alternative would constrain development at the project site to a level that would reduce the project's significant and unavoidable traffic impacts at study area intersections below the City's existing thresholds (e.g., level-of-service or delay) for these intersections. The project would result in significant and unavoidable impacts to the intersections of Elkhorn Boulevard/SR 70/99 northbound ramps, SR 70/99 southbound to I-5 southbound on-ramp, I-5 northbound to SR 70/99 northbound off-ramp, Meister Way and Metro Air Parkway, Meister Way and Lone Tree Road, and Elkhorn Boulevard and Project Streets 1, 2, and 3. These intersections will operate well over their design capacity with or without the project in most instances. No additional feasible mitigation is available to reduce impacts to these intersections because all feasible roadway improvements to these intersections were assumed or recommended as mitigation in the analysis. Even with these improvements, these intersections would continue to operate unacceptably under cumulative plus project conditions. Therefore, the only way to eliminate impacts to these intersections would be to reduce the level of development at the site such that the impact does not occur.

As described in Section 6.1 of the EIR, these intersections would require that Elkhorn Boulevard and Meister Way be widened above and beyond what the City has planned for and intends to do or beyond the existing available right-of-way. Development at the project site would need to be constrained to a level under cumulative conditions that would not trigger the widening of these roadways. It has been determined that development at the project site would need to be constrained to 25% of its current development level (or a 75% reduction). A project constrained to this development size (i.e., 890 residential units and 7.5 acres of commercial development) would not achieve any of the project's objectives including creating a transit-oriented development (i.e., medium and high-density land uses) centered around a light rail station, developing a project consistent with the SACOG Blueprint, providing an elementary school (insufficient demand and funding), and would not meet the City's goals designed to meet SACOG's Blueprint growth principles. If development occurs but at a density substantially lower than the Blueprint considers, especially on larger project sites, such as Greenbriar, greater pressure would be exerted on other sites to accommodate future growth, thereby placing greater potential for conversion of more open space to urban uses. Further, because of infrastructure costs spread over too-few houses, a substantially lower density development would not be an economically feasible development. Because this alternative would not be feasible and would not meet the objectives of the project or the City, this alternative was rejected from further consideration. (DEIR, p. 4-7.)

## 3. Reduced Biological Resources Alternative

The reduced biological resources alternative would re-organize/design on-site land uses to locate the lake/detention basin and other open space features (e.g., parks, linear open space/buffer) along the western edge of the project site adjacent to Lone Tree Canal. The purpose of the proposed changes would be to eliminate potential urban encroachment impacts on giant garter snake and its habitat. This alternative would provide a wider buffer between

urban land uses and the habitat along Lone Tree Canal. As discussed in Section 6.12 of the EIR, the project's impacts to giant garter snake and its habitat would be reduced to a less-than-significant level through implementation of a recommended conservation strategy that would maintain a linear open space/buffer (i.e., 250-feet from the center of the canal) along Lone Tree Canal to allow snake passage and would preserve and enhance additional off-site lands in accordance with mitigation ratios established by the North Natomas Habitat Conservation Plan.

Development of this alternative would result in placement of the on-site lake/detention basin closer to the airport runways at the Sacramento International Airport, which could increase the potential hazards associated with aircraft bird strikes compared to the hazards associated with the project because the project could create a flyway for birds that is in closer proximity to the airport. Because no significant and unavoidable biological impacts would occur with the project (as this alternative was designed to reduce potential biological impacts) and this alternative could increase potential hazards associated with aircraft bird strikes, this alternative was rejected from further consideration. (DEIR, p. 4-7.)

### **Alternatives Considered and Incorporated Into the Project**

During project initiation, some potentially significant environmental issues were raised during the initial scoping process for the DEIR. Other impacts were identified during preparation of the EIR, and they resulted in applicant-initiated changes to the proposed project. These potentially significant environmental issues involved potential impacts to giant garter snake habitat and wetland areas and noise compatibility impacts associated with aircraft operations at the Sacramento International Airport, which is located approximately 1 mile west of the project site. In initiating the preparation of the DEIR, two alternatives were considered and were to be evaluated in the DEIR at an equal level of detail as the project.

#### **1. Blueprint Alternative**

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 is a vision for long-term land uses within the Sacramento region, and promotes compact, mixed use development, over the type of lower density, sprawling land uses that have been typical of the region in the past. The Blueprint's preferred land use scenario identifies the Greenbriar site for high density mixed residential and single family small lot land uses.

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 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.

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.

Because the proposed project incorporates all of the design principles of the Blueprint, a project alternative designed to meet development patterns envisioned in the Blueprint in an alternate pattern is not needed. Based upon the guidance provided by the CEQA Guidelines (Section 15126.6(f)), it was determined that an alternative in addition to the reduced size alternative need not be developed to demonstrate the potential environmental consequences of evaluating an alternative consistent with the Blueprint. For these reasons, it was determined that the analysis of the alternatives described in Section 4.2 of the EIR, provides enough information to permit a reasoned choice between available alternatives and their comparative environmental impacts. (DEIR, pp. 4-5 to 4-6.)

## **2. Reduced Impacts to Biological Resources Alternative**

The intent of this alternative was to design the project in such a way as to protect and preserve important giant garter snake habitat located at the project site, primarily along Lone Tree Canal, by developing a 250-foot linear open space/buffer (from the center of Lone Tree Canal) along the western border of the site. In consideration of this design alternative, the project applicant subsequently decided to make this proposed buffer an element of the project, thereby eliminating the need to consider this alternative in the EIR. Therefore, the project, with the proposed 250-foot buffer, has been considered throughout Chapter 6 of the EIR and the resulting benefit associated with the proposed buffer was compared to baseline environmental conditions.

## **3. Noise Compatibility Alternative**

The intent of this alternative was to develop land uses at the project site that would be less sensitive to aircraft overflight noise associated with private and military aircraft flights arriving and departing at the Sacramento International Airport. This alternative considered a development pattern at the project site that would concentrate non-residential land uses including employment center, manufacturing, research, and development, and light industrial land uses in the portion of the project site that falls within the airport safety zone and high-density residential, retail and medium density residential land uses in the eastern portion of the project site that falls outside the airport safety zone. Through the scoping process, the Sacramento County Airports System (SCAS) commented that the land uses proposed for the project site are generally compatible with land uses allowed under the Airport Land Use Plan. Further, nuisance-related complaints from single-event noise levels associated with aircraft overflights to proposed residents could be offset through the establishment of an overflight easement over the project site, which requires that new homeowners and tenants/renters be notified through their title documents/leases that aircraft operations occur approximately 1 mile west of the site and that occupants could be subjected to noise associated with aircraft overflights.

The project applicant has agreed to implement the aviation easement and title notification to residents as an element of the project. Because the project has been proposed as a predominantly residential development consistent with objectives for the project, and because of the large area that falls within the airport safety zone (i.e.,  $\frac{2}{3}$  of the site), it would be infeasible for the project to re-design the plan in such a way that would continue to provide a predominantly residential community outside the airport safety zone. All feasible design and policy measures have been incorporated into the project, thereby eliminating the need to consider the alternative in the EIR. (DEIR, pp. 4-2 to 4-4.)

### **Alternatives Considered in the EIR**

#### **1. No Project Alternative – Continuation Of Existing Land Uses**

Under the No Project Alternative, development would not occur and the project site would remain designated for agricultural use. Production of agricultural crops would continue at the project site and no new facilities would be constructed. The project site would not be annexed into the City of Sacramento; and it would remain in the unincorporated area of the County of Sacramento. The project site's current General Plan land use and zoning designations identified by the County of Sacramento would remain in effect. The Sacramento County General Plan designates the site for Agriculture, and it is zoned by the Sacramento County Zoning Code as Agricultural. The No Project Alternative would be consistent with the designated land uses for the project site but would not meet any of the project objectives. This Alternative would not develop the project site with urban land uses and the project site would continue to operate in an agricultural/farming capacity including rice and row crop cultivation. (DEIR, p. 8-15.)

#### **Comparative Environmental Effects**

With this Alternative, the existing physical conditions of the site would continue. No project-generated traffic would be added to roadways or intersections, and no new air pollutant emissions or noise would be generated from the site. No increased demands for utilities, public services, or parks and open space would occur with this Alternative. There would be no changes to the physical or visual character of the site. Further, with no new development, no residents or tenants of the site would be exposed to safety hazards and impacts related to construction erosion and risks from seismic and soil hazards would not occur. This Alternative would reduce the volumes of stormwater discharges from the site because development of urban land uses would not occur. Agricultural operations on the project site would continue under this Alternative and the potential for conflicts between urban land uses and surrounding agricultural operations would not occur. Further, implementation of this Alternative would not result in the conversion of any Important Farmlands to urban land uses. This Alternative would not develop any urban land uses on the project site and existing biological and wildlife habitats on the project site would remain unchanged.

Although this Alternative would not result in development of the project site, ground-disturbing activities (i.e., disk ing and plowing) would still occur on the project site. However, these activities would likely not extend to the same depths as the project (i.e., 2-3 feet versus 10-15 feet). Nonetheless, because ground-disturbing activities would continue, this Alternative would result in the same potentially significant impacts associated with the discovery of previously undiscovered cultural resources. Mitigation recommended for the project would reduce these impacts to a less-than-significant level. Therefore, this Alternative would result in similar cultural resource impacts.

Significant and Unavoidable Impact That Would No Longer Occur

The No Project Alternative would eliminate the project's significant and unavoidable transportation impacts to local intersections, roadway segments, freeway ramps, and freeway segments. Further, because the No Project Alternative would not develop any urban land uses on the project site, and no construction activities would occur, this Alternative would not generate any construction- or operational-related air emissions (e.g., ROG, NOX, PM10, or TAC's). The project would result in significant and unavoidable impacts related to construction emissions, increases in stationary source TAC's, and long-term regional emissions. Implementation of the No Project Alternative would eliminate these impacts. However, farming activities would likely occur at the site and these activities would result in the generation of fugitive dust emissions associated with disking and plowing activities. Quantified dust emissions associated with on-site farming operation are known, but depending the crops that are produced and how crops are rotated at the site, this Alternative could result in the substantial generation of fugitive dust emissions, but because of their intermittent nature would not likely result in significant air quality impacts.

Implementation of this Alternative would also eliminate all of the project's significant and unavoidable noise impacts. No construction activities would occur under this Alternative because no development would occur. As a result, this Alternative would eliminate the project's construction-related noise impacts; however, these impacts are reduced to a less-than-significant level with implementation of recommended mitigation. Noise impacts associated with aircraft overflights would not occur because no new residential land uses would be developed on-site. Further, mobile-source noise impacts associated with traffic on I-5 and SR 70/99 would not occur because no residences would be located in close proximity to these noise sources.

This Alternative also eliminates the project's interim significant and unavoidable flooding hazard impacts because no housing would be located on the project site. However, the Project applicant submitted a letter to Sacramento LAFCo dated September 19, 2007, wherein the applicant states that it will not pursue vertical residential construction until and unless the property has 100-year flood protection. (Letter dated September 19, 2007, from AKT Development to Sacramento LAFCo.) As a result, the project impact is also essentially less than significant, so the impact under this alternative is about the same as the under the project.

Feasibility/Relationship of Alternative to Project Objectives

This Alternative maintains the *status quo*. The No Project Alternative will avoid the significant and unavoidable impacts associated with the project, provided the existing physical conditions on the site continue to exist. Despite that fact that most, if not all, of the significant impacts associated with implementation of the project would be reduced in significance under the No Project Alternative, the implementation of this Alternative would not meet any of the project's objectives.

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. "[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.) The No Project Alternative would not meet any of the project objectives including those

related to development of a light rail station, 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 of 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 along the DNA line. This Alternative would not further the City's goal to provide sufficient and additional housing opportunities to area residents and would not contribute to meeting long-term housing and employment demand projections. (DEIR, p. 8-17.)

Importantly, this Alternative would not meet the Project's key objective of providing development and land for construction of a light rail station along the proposed DNA light rail extension. (See *Association of Irritated Residents v. County of Madera* (2003) 107 Cal.App.4th 1383, 1400; *Sequoia Hills Homeowners v. City of Oakland* (1993) 23 Cal.App.4th 704, 715 (agency may properly reject an environmentally superior project alternative for failing to meet "the fundamental objective of the project").) The City recognizes the importance of the DNA line in reducing traffic congestion and improving mobility and air quality by providing alternative transit opportunities. The DNA line would 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.

The No Project Alternative would preclude any development at the project site, thereby eliminating project objectives relating to provision of high density land uses that would support the DNA line and generate ridership. 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. (FEIR, p. 4-21.)

Further, the No Project Alternative would preclude the City from accommodating future projected growth. Assuming the current rate of development absorption and vacant land inventory, sufficient holding capacity does not exist to accommodate projected growth. As a result of this lack of available land, the City will need to look to development of the Greenbriar project in order to accommodate expected future growth. (See Letter from Scot Mende, New

Growth Manager, City of Sacramento to Donald Lockhart, Assistant Executive Officer, Sacramento LAFCo, dated August 27, 2007.)

The No Project Alternative's desirability is not on balance with the project in terms of its economic, environmental, social and technological elements. The project is the more desirable choice for the community and the region. Therefore, the No Project Alternative is rejected as infeasible.

## 2. Dispersed Development Alternative

The purpose of this Alternative is to consider whether existing properties within the City's SOI could support the project's proposed land uses, while at the same eliminating some of the project's significant and unavoidable environmental impacts. This Alternative evaluates the comparative impacts of distributing the project's proposed housing units and commercial land uses in a multiple locations on vacant or underdeveloped properties throughout the City's corporate limits and SOI boundary.

### Comparative Environmental Effects

#### Impacts Reduced Under the Dispersed Development Alternative:

This Alternative 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 noise levels exceeding City standards. Because of the developed nature of the City, it is likely that this alternative would be in close proximity to sensitive receptors. It is unknown whether existing noise levels currently exceed the City's standards; however, construction of a dispersed development alternative would likely result in an increase in ambient noise levels in the local area and could result in an exceedence of the City's exterior noise standard (i.e., 60 dBA Ldn/CNEL). If an alternative were dispersed throughout the City, noise levels associated with roadway traffic volumes would likely be comparatively less (i.e., less than 74 to 81.1 dBA unmitigated) because this site would be located at a greater distance from the combined impacts of traffic noise from I-5 and SR 70/99. Thus, significant noise impacts to residential may be eliminated depending on the location of this alternative. However, final determination of traffic noise reductions can not be made with knowing the specific locations for this alternative. Similarly, although noise impacts at the site from aircraft operations at Sacramento International Airport are less than significant, this alternative would likely be located a greater distance from regularly used flight paths and would therefore be subject to less frequent overflights by aircraft and would likely have reduced single event (SENL) levels. When compared to the project, because of its likely more distant location from I-5 and SR 70/99 and airport operations, the dispersed development alternative would result in less noise impacts when compared to the project. (DEIR, p. 8-8.)

A Dispersed Development Alternative within the City limits or SOI would generate a similar number of people and create similar public service demands (i.e., police, fire, schools, and libraries) as the proposed project. These demands have already been anticipated by the City's General Plan and the public facilities fees that are collected for projects within specific service areas. These fees would provide sufficient facilities and capacity to serve this alternative. For these reasons, a dispersed development alternative, while resulting in the same demands as

the project based on a per capita demand factor for each service, would have comparatively less public services effects because demands associated with build out of the city limits or SOI have already been planned for by the City. (DEIR, p. 8-8.)

This Alternative would also have fewer impact related to parks and open space. A Dispersed Development Alternative within the City limits or SOI would generate a similar number of residents as the proposed project and would construct the same facilities (i.e., 48.4 net acres of parkland) as the project. The City's standard for parkland dedication (5 acres per 1,000 new residents or a demand for 48.2 acres) would remain the same regardless of the location of the alternative. While this alternative would also result in the conversion of open space resources, the loss of these were accounted for in the General Plan and its EIR; therefore, this alternative would not result in the additive loss of open space resources. (DEIR, p. 8-9.)

Under this Alternative, it is likely that development of property within the City limits or SOI could result in the development of open space land or land historically used for farming activities. Therefore, this Alternative would result in the same type of land use alterations as the project because the site would be converted to urban land uses. However, it is likely that impacts would be less because some parcels where development could occur would be in urban areas (i.e., infill development). Lighting would be similarly changed under this alternative, but lighting impacts were not identified as significant project impacts. Overall, this alternative would result in the same aesthetic resources impacts, but these impacts would be less than the project because the existing urban core of the City would be maintained. (DEIR, p. 8-9.)

While it is unknown whether an off-site location would have contaminated soils, development within the City's SOI would not be expected to result in public health and hazard impacts that could not be addressed by standard mitigation and remediation measures (City of Sacramento 1992). It should be noted that because development would be dispersed over multiple properties, the project's proposed lake/detention basin would likely not be constructed. As a result, this Alternative would eliminate the project's potential wildlife hazard impacts. However, implementation of the project's mitigation to reduce bird hazards from the lake would reduce this impact to a less-than-significant level.

Approval of the project would result in the conversion of 518 acres of Important Farmlands and 465 acres of open space areas. While a dispersed development alternative would likely also result in the conversion of Important Farmlands, any such loss was accounted for in the General Plan and its EIR; therefore, this Alternative would not result in the additive loss of farmland. (DEIR, p. 8-10.)

#### Impacts Similar Under the Dispersed Development Alternative:

Overall, this Alternative could result in reduced transportation impacts because proposed trips would be dispersed over a large area; however, quantification of the traffic reductions can not be determined without specific locations for the Dispersed Development Alternative. In some cases, the existing roadway network may currently operate unacceptably and, thus, this Alternative would exacerbate these unacceptable conditions. Thus, this alternative would result in similar (but may be greater or lesser) transportation and circulation impacts. (DEIR, p. 8-7.)

Overall, this Alternative would result in similar air quality impacts as the project. The air quality impacts identified for the proposed project are related to construction, the land uses proposed (e.g., residential, elementary school and commercial tenants), and the location of these land uses adjacent to I-5 and SR 70/99. Construction of an off-site alternative would result in the

same construction and long-term operational emissions as the project (i.e., mitigated to 89.5 lbs/day of ROG and 511.2 lbs/day of NOX) because the same land uses would be developed. Similarly, operational emissions associated with the dispersed development alternative would be the same as the proposed project because the same land uses are proposed. Depending on the multiple locations of the dispersed development alternative, this alternative may not be located in close proximity (i.e., within 500 feet) of a nearby freeway (e.g., I-5 or SR 70/99) and may reduce potential less-than-significant health risk-related air quality impacts associated with toxic air contaminants. However, because the specific locations for this alternative are not known, it cannot be determined with any certainty whether this project would reduce potential TAC impacts. (DEIR, p. 8-7.)

The City's General Plan and various community plans include measures to reduce soils and geology impacts to a less-than-significant level. No unique geologic structures or conditions have been identified in greater Sacramento area and other areas within the City are substantially similar to the project site in terms of site soils and geotechnical issues (i.e., liquefaction, expansive soils, fault hazards). Similar to the proposed project, standard engineering practices can address design and structural requirements for development of a site within the NNCP boundaries. For these reasons there would be no measurable difference in environmental impacts when comparing the proposed project with a dispersed development alternative within the boundaries of the NNCP. (DEIR, p. 8-9.)

Similar to the requirements for the proposed project, any development within the City would be required to comply with the City's Grading, Erosion, and Sediment Control Ordinance (Chapter 15.88 of the City Code). A SWPPP would be prepared and BMPs would be required to be implemented to address stormwater quality control during construction and post-construction. With the implementation of these existing requirements, less-than-significant impacts on water quality and hydrology would occur. Further, the Alternative would be required to be designed consistent with the City's drainage system standards to ensure adequate drainage facilities are provided on-site and that adequate capacity is available in off-site drainage facilities to handle proposed flows. Drainage impacts were determined to be less than significant with the project. This Alternative could be accommodated in areas located outside the Federal Emergency Management Agency's (FEMA) 100-year floodplain; therefore, less-than-significant flooding impacts would occur. Therefore, a Dispersed Development Alternative within the City limits or SOI would have similar hydrology, drainage, and water quality effects compared to the project. (DEIR, p. 8-10.)

Similar to the proposed project, development within the City limits and SOI would result in impacts on Swainson's hawk, riparian/wetland habitat, and agricultural lands/rice fields. Without knowing the exact sites within the City limits or SOI that could be pursued for a dispersed development alternative, it is not possible to perform a detailed comparison of biological impacts. Implementation of a Dispersed Development Alternative in the City limits or SOI would be anticipated to result in similar resource impacts as those affected by the project (e.g., foraging habitat, wetlands) and would result in similar take of species because habitat and species present at the project site is common throughout the City and surrounding areas. Developments north of the American River would be located within the City's permit area identified in the Natomas Basin Habitat Conservation Plan (NBHCP). The NBHCP, the EIR on the NBHCP, and subsequent monitoring programs have evaluated the impacts to biological resources from development within the NNCP area including impacts to giant garter snake and Swainson's hawk. Because this alternative would result in similar habitat and species impacts as the project, it would have similar effects on sensitive biological resources. (DEIR, p. 8-10.)

Both the dispersed development site locations and the project site would have the potential for undocumented subsurface cultural resources. However, there are no documented resources on either the project site or on Low Density Residential sites within the NNCP. For this reason, the proposed project and an alternative within the city limits or SOI would have similar effects on cultural resources [Similar]. (DEIR, p. 8-10.)

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

An off-site alternative dispersed throughout the city limits and SOI would generate a similar number of people and create similar utility and service system demands as the proposed project (i.e., water, wastewater, drainage, electricity, and natural gas). These demands have already been anticipated by various public facilities financing programs established by the City. The significant environmental impacts that would occur with the provision of wastewater treatment services (i.e., expanded wastewater treatment facilities) to the project would not be expected to occur under this alternative because dispersed locations would be within the city limits or SOI and have been planned for in the SRCSD's facility master plan. Therefore, this alternative would eliminate the project's significant and unavoidable impact to wastewater treatment services. (DEIR, p. 8-8.)

A change to the visual character of the project site was identified as a significant and unavoidable impact for the project. However, the project would extend the area of the City that would be converted from agricultural to urban land uses. A development within the City limits or SOI would maintain the City's boundaries and would not extend the urban core of the City.

A Dispersed Development Alternative would eliminate the project's potential inconsistency with the Sacramento International Airport Comprehensive Land Use Plan (CLUP) requirement to limit land uses (i.e., parks and light rail station) that would result in a substantial concentration of people (i.e., 25 persons per acre on average of 50 persons per acre at any one time) because this Alternative would be located outside the airport's overflight safety zone. Therefore, the dispersed development alternative would eliminate the project's significant and unavoidable CLUP consistency impact. Further, a site within the NNCP would locate sensitive receptors including the elementary school at greater distances from I-5 and SR 70/99, which would reduce their, exposure to mobile source emissions (see Section 8.1.2, "Air Quality," above). Thus, a dispersed development alternative within the city limits or SOI would have less public health and hazard effects. (DEIR, p. 8-9.)

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

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; *Sequoynah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 715.)

Importantly, this Alternative would not meet the Project's key objective of providing development and land for construction of a light rail station along the proposed DNA light rail extension. (See *Association of Irritated Residents v. County of Madera* (2003) 107 Cal.App.4th 1383, 1400; *Sequoynah Hills Homeowners v. City of Oakland* (1993) 23 Cal.App.4th 704, 715 (agency may properly reject an environmentally superior project alternative for failing to meet "the fundamental objective of the project").) The City recognizes the importance of the DNA line in

reducing traffic congestion and improving mobility and air quality by providing alternative transit opportunities. The DNA line would 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. (FEIR, p. 4-21.)

The Dispersed Development Alternative would preclude any development at the project site, thereby eliminating project objectives relating to provision of high density land uses that would support the DNA line and generate ridership. 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.

In addition, this Alternative would be inconsistent with the City's infill development strategy and would contribute to meeting long-term housing and employment demand projections. In fact, if development occurred according to this Alternative, the City would not be able to accommodate expected future growth. According to the City's General Plan technical background reports, as of September 2005, there were approximately 14,000 acres of low and medium density parcels of vacant land available. However, the actual number is likely less than this total, because a substantial quantity of land has been developed subsequently in the North Natomas area, where the majority of this land is concentrated. For example, projects considered in a cumulative context include the Westborough, Cambay West, Natomas Crossing, Natomas Town Center, Natomas Creek and Panhandle (595 acres with 3,075 dwelling units) projects; each of which are in the North Natomas area. In the south Sacramento area, M&H Realty and SunCal Companies and Dunmore Homes have submitted an application to develop one of the last remaining large blocks of land in the City, the 925-acre Delta Shores site. Vacant industrial sites at the 240-acre downtown Sacramento railyards (up to 10,000 dwelling units) and 72 acre Curtis Park railyards (540 dwelling units and 188,941 square feet of retail/commercial) are being actively pursued for development, with applications submitted and the environmental review process begun on both. As this shows, the North Natomas area continues to be actively developed, and other large, vacant, or undeveloped parcels are being actively pursued. Further, much of the land is tied up by other landowners interested in development. None of the undeveloped low or medium density residential or

residential /mixed-use properties within the NNCP area or in other large, undeveloped areas of the City is currently owned by the Greenbriar property owner.

The City believes that, as a result of the lack of available vacant land within its boundaries, the City will need to look to sites outside the SOI in order to accommodate projected growth. The information provided by the General Plan Update Technical Background Reports and the ongoing City Infill Strategy support this conclusion, as discussed below.

Sufficient holding capacity is available within the City's SOI to accommodate the project's proposed residential development. In spite of the fact that the City may currently have holding capacity for the project, this is not expected to be the case in the foreseeable future. According to Sacramento City staff (McDonald, pers. comm., June 19, 2006), the Technical Background report for the City of Sacramento General Plan Update shows the following:

Current (2005) population:	450,000
Proposed General Plan Holding Capacity (2030):	564,000
Anticipated City population (2030):	650,000

Over the next 25 years, the City is expected to grow by 200,000 people. However, the current General Plan, including the current sphere-of-influence, would accommodate an additional estimated 114,000 people. Additional land would be needed if the City intends to accommodate the 86,000 people above the General Plan's holding capacity that are anticipated to live in the City.

In its July 6, 2007 report, economic consultants EPS estimated that, given the General Plan update area's urban form and land use parameters, the City has vacant and redevelopment capacity for 111,000 additional housing units. The City needs only 42,000 of those units by 2030 to attain agreed-upon growth projections.

However, while the vacant site potential and reuse potential is theoretically a sizable number, EPS believes that the market and site constraints of these potential development areas will not deliver anywhere near the 100,000 dwelling unit need. In other words, these sites are generally low potential (rates of absorption by 2030 at less than 30% of theoretical development capacity). Therefore, in order to meet growth targets, the City needs to utilize the new growth sites, including the Greenbriar project site.

The proposed project would also provide for employment through commercial/retail uses, although these uses would primarily serve residential uses on and near the project site. Projections for employment uses in the City are as follows:

Current (2005) employment:	181,000
Proposed General Plan Holding Capacity (2030):	445,000
Anticipated City employment (2030):	321,000

Unlike housing, the City has ample holding capacity for employment uses. As mentioned above, commercial/retail uses on the project site are intended to be local serving, and they would reduce the need for driving trips outside the project site. So, while they could be provided elsewhere within the City, they would frustrate project objectives for a mixed use development.

As stated on page 2-3 of the DEIR, the Sacramento region is becoming an increasingly attractive place to live through its strong employment market, its relatively affordable housing,

and other quality of life factors. The discussion in the DEIR demonstrates that, absent additions to developable land through SOI changes, there would not be sufficient land to provide for this population projection. If additional land was not provided to accommodate the population growth, it is likely that two outcomes would occur:

1. If housing was not provided to meet population projections in the City of Sacramento, demand for available housing would be increasingly higher than supply. This would likely drive the price for available housing up substantially. In other areas of California, this has resulted in moderate income families being increasingly priced out of the housing market.
2. In addition to the socioeconomic issues resulting from pricing moderate income families out of the housing market (socioeconomic effects are not environmental impacts and are therefore not considered further herein), the common physical environmental impact that consequently results is to push development to outlying communities where greenfield sites are plentiful. The tendency in higher priced communities (e.g., Los Angeles, Orange County, and Bay Area) is that development is pushed further and further from the job centers, increasing commutes, air quality effects, and traffic congestion.

The Blueprint process was developed in large part as a result of the concern that the Sacramento region needs to accommodate a large future demand for housing, and that if the region was not considered as a whole, the pattern found in the above referenced communities would be repeated in the Sacramento region. The Greenbriar proposal is consistent with land use recommendations for the site as shown in the Blueprint.

Further, because of its dispersed nature, this Alternative would likely not meet many of the project's objectives including development of a residential development near the major employment centers of downtown Sacramento and Metro Air Park; provision of vertically and horizontally mixed neighborhoods; incorporation of parks and open space in a manner that provides connectivity; creating a residential development with a variety of housing types; and creating a development that could support a light rail station. However, this Alternative could possibly further support and implement the project objective related to developing a project that is consistent with the Sacramento International Airport CLUP because it would eliminate the project's inconsistency with the safety requirement of maintaining a density of 50 persons per acres for the proposed light rail station, and park areas. (DEIR, p. 8-11.)

### 3. Reduced Size Alternative

The Reduced Size Alternative is designed to reduce the development footprint of the project to avoid one or more of the project's significant and unavoidable impacts. Development of this Alternative would be approximately 80% of proposed project levels (20% reduction in proposed development at the site) (Exhibit 4-1). 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 and would continue in its existing state. To reduce potential impacts to agricultural resources, open space areas, 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 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; *Sequoynah 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; *Sequoynah 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.

Sacramento Area Council of Governments' (SACOG) Executive Director, Mike McKeever, who oversees the development of the Metropolitan Transportation Plan, stressed the importance of Greenbriar as an integral component to the success of the DNA line. He stated before the Planning Commission on October 11, 2007:

We think it is very critical that we get as much ridership into the DNA corridor as we can. We looked very carefully at the need for that train to make the system work in the future. We concluded that we have a very significant need for it and we need to make it work, and this project is an important part of it. (emphasis added)

Mr. McKeever also shared similar comments in an October 11, 2007 letter addressed to the City of Sacramento Planning Commission:

Greenbriar will have 2,367 dwelling units within ½ mile of the light rail station, 46% higher than the average of all stations in the current system. In fact, it

would have more housing close to transit than all but eleven of the existing 52 stations.

Greenbriar would generate about 37% more boardings than the average of the 14 stations on [the DNA] line, and 10% of the approximately 20,000 daily boardings for the entire line.

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.)

#### Consistency With The RT Master Plan and MTP Funding Process

RT is currently pursuing a variety of sources to fund the construction of the DNA light rail line. For example, 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 support transit and generate ridership. The Greenbriar project will support this funding by providing appropriate residential densities along the DNA line and adjacent to a proposed station site. As substantiated through oral and written testimony from RT, the population density provided by the project will help make construction and efficient operation of the light rail line a reality. In a letter submitted to the City on November 1, 2005, Dr. Beverly Scott, the then-General Manager and CEO of RT, expressed RT's support for the project as one that will significantly improve the region's competitiveness for federal dollars in extending light rail to the Sacramento International Airport. In her presentation to Sacramento LAFCo on August 3, 2005, Dr. Scott explained the following:

I am here this evening specifically because the land use decisions that are made regarding the Greenbriar area and the timing of those decisions weigh heavily on the ultimate fate of the Downtown Natomas Airport light rail extension project.

The connection between our region's DNA project and the Greenbriar area is a real one. It is not contrived and it is not over blown. The direct connection between transit supportive existing land use and future patterns, and the success or lack of success of major capital transit investments and fixed guideway transit systems, like the DNA, is absolutely real. It is also true that today, 50% of the project justification rating for all federal transit funding for rail projects is based on land use criteria.

So the land use decisions that are made in our region, particularly along our planned high capacity transit corridors and specifically within ¼ mile of planned rail and or bus rapid transit stations are not only critical to ridership, but have also become absolutely critical to the federal transit administration's ultimate decisions about these projects.

Also, according to a joint letter to the Planning Commission, dated October 24, 2007, from Regional Transit's Interim General Manager, Mike Wiley and SACOG's Executive Director Mike McKeever:

We expect [the Federal Transit Authority] to complete their [rail project] recommendations in mid to late fall, 2008. That means that we will be actively advocating with them through 2008 to include the DNA line on their recommended list. That process will start in a few short months. . . . Proceeding with Greenbriar now is an important component of helping the City and region to compete in very stiff competition for federal funding for this project.

At the Planning Commission hearing on October 11, 2007, Fred Arnold, director of real estate for Regional Transit, also testified in favor of the project. According to Mr. Arnold, "without projects like [Greenbriar] being approved, the DNA project in itself without having the ridership and the land use application and connections for ridership, would not meet the current FTA standard for cost-effective modeling." To that end, Greenbriar is "key to the success of having this [DNA] project compete on a national basis and be financially competitive and produce enough ridership." Mr. Arnold concluded his statements by saying that Greenbriar is "a model, quite frankly, of what we want to see other developers achieve and accomplish within a transit-oriented development project."

Paul Marx, the incoming Planning Director for Sacramento Regional Transit, had similar remarks at the Planning Commission hearing on November 8, 2007. At that hearing, Mr. Marx discussed the importance of the Greenbriar project in the context of securing funding for the DNA line. Particularly, in order to qualify for federal funding RT must provide evidence of "sufficient potential ridership within a reasonable time frame north of Natomas, north of the river." And, regarding the need to show that ridership, "the tim[ing] is fairly critical." Mr. Marx also addressed the project's ability to provide the necessary ridership, stating that the Greenbriar community "is close enough to downtown Sacramento to provide the downtown feeling that people want, but it is far enough and integrated enough in its design that they can get a sense of neighborhood. And that seems to be what the market mandates."

### **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 a 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 its 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) adopted the Sacramento Region Blueprint Transportation and Land Use Study Preferred Blueprint Scenario (Blueprint) in December 2004. The Blueprint is a vision for long-term land uses within the Sacramento region that promotes compact, mixed use development over the type of lower density, sprawling land uses emblematic of past regional growth and development. The overall goal of the Blueprint is to advocate more efficient land use planning that reduces vehicle miles travelled, minimizes greenhouse gas emissions and thereby addresses local contributions to global warming.

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 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 Executive Director of SACOG, Mike McKeever, provided testimony at the Planning Commission hearing on October 11, 2007 in support of Greenbriar as the type of project that is consistent with the SACOG Blueprint. The project will provide for needed housing immediately adjacent to the Metro Air Park employment center projected to accommodate nearly 40,000 jobs at buildout and will encourage the use of alternative transportation modes between Natomas and Downtown Sacramento – both key Blueprint principles.

According to Mr. McKeever, market competition for development – whether infill or urban edge – does not function simply within city boundaries; it operates at a much greater geographic scale. He emphasized that not only is there enough anticipated long-term demand for housing to warrant planning for both urban edge and infill development within the city, but that enough exists within and adjacent to the greater six-county region that to avoid developing a site such as Greenbriar could exacerbate pressure to develop outside of the region. The fundamental point stressed by Mr. McKeever in his letter and throughout his testimony is that it is dangerous to assume delaying the approval of the Greenbriar project will enhance efforts to develop urban infill projects because other extra-regional market forces may attract development interest outside of the city and region, thereby making it more difficult, not less, to develop successful infill projects. In other words, avoiding timely approval of urban edge development within the City doesn't mean it's replaced with a proportional interest in urban infill development, or interest in any development even within the same region.

Mr. McKeever further testified that opposing a Blueprint project like Greenbriar could stimulate non-Blueprint development in surrounding counties which, in turn, would likely increase vehicle miles traveled as commuters buy homes located further from Sacramento metropolitan employment centers. This type of leap-frog development is, as stated by Mr. McKeever, "the biggest threat to the success of the Blueprint." In his concluding remarks before the Commission on October 11th, Mr. McKeever warned:

I think that the risk of not building projects like this will stimulate leap frog development farther out is much greater than proceeding with projects like this will dampen infill in North Natomas. . . Believe me, if the word gets out that projects like [Greenbriar] are not approvable, the pressure in the markets and in the politics with the people who have placed their bets much further out gets intense.

**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.

Generally, with the exception of the "pipeline" projects (e.g., Greenbriar, Panhandle, Curtis Park Village, Railyards, etc.), the General Plan anticipates less than 30% of theoretical development capacity for the infill sites. The infill sites constitute only about half of the anticipated growth allocations. Therefore, in order to meet growth targets, the City needs to utilize the new growth sites, including the Greenbriar project site.

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 Allow the City to Accommodate Projected Future Growth**

According to the City's General Plan technical background reports, as of September 2005, there were approximately 14,000 acres of low and medium density parcels of vacant land available. However, the actual number is likely less than this total, because a substantial quantity of land has been developed subsequently in the North Natomas area, where the majority of this land is concentrated. For example, projects considered in a cumulative context include the Westborough, Cambay West, Natomas Crossing, Natomas Town Center, Natomas Creek and Panhandle (595 acres with 3,075 dwelling units) projects; each of which are in the North Natomas area. In the south Sacramento area, M&H Realty and SunCal Companies and Dunmore Homes have submitted an application to develop one of the last remaining large blocks of land in the City, the 925-acre Delta Shores site. Vacant industrial sites at the 240-acre downtown Sacramento railyards (up to 10,000 dwelling units) and 72 acre Curtis Park railyards (540 dwelling units and 188,941 square feet of retail/commercial) are being actively pursued for development, with applications submitted and the environmental review process begun on both. As this shows, the North Natomas area continues to be actively developed, and other large, vacant, or undeveloped parcels are being actively pursued. Further, much of the land is tied up by other landowners interested in development. None of the undeveloped low or medium density residential or residential /mixed-use properties within the NNCP area or in other large, undeveloped areas of the City is currently owned by the Greenbriar property owner.

The City believes that, as a result of the lack of available vacant land within its boundaries, the City will need to look to sites outside the SOI in order to accommodate projected growth. The information provided by the General Plan Update Technical Background Reports and the ongoing City Infill Strategy support this conclusion, as discussed below.

Sufficient holding capacity is available within the City's SOI to accommodate the project's proposed residential development. In spite of the fact that the City may currently have holding capacity for the project, this is not expected to be the case in the foreseeable future. According to Sacramento City staff (McDonald, pers. comm., June 19, 2006), the Technical Background report for the City of Sacramento General Plan Update shows the following:

Current (2005) population:	450,000
Proposed General Plan Holding Capacity (2030):	564,000
Anticipated City population (2030):	650,000

Over the next 25 years, the City is expected to grow by 200,000 people. However, the current General Plan, including the current sphere-of-influence, would accommodate an additional estimated 114,000 people. Additional land would be needed if the City intends to accommodate the 86,000 people above the General Plan's holding capacity that are anticipated to live in the City.

In its July 6, 2007 report, economic consultants EPS estimated that, given the General Plan update area's urban form and land use parameters, the City has vacant and redevelopment

capacity for 111,000 additional housing units. The City needs only 42,000 of those units by 2030 to attain agreed-upon growth projections.

However, while the vacant site potential and reuse potential is theoretically a sizable number, EPS believes that the market and site constraints of these potential development areas will not deliver anywhere near the 100,000 dwelling unit need. In other words, these sites are generally low potential (rates of absorption by 2030 at less than 30% of theoretical development capacity). Therefore, in order to meet growth targets, the City needs to utilize the new growth sites, including the Greenbriar project site.

#### **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)

##### Consistency with LAFCo Policies

Beginning in 2005, the City of Sacramento and Sacramento LAFCo initiated a streamlined environmental review and approval process intended to help expedite project entitlements based on Greenbriar's unique project characteristics and policy consistency. These include the following:

1. Project design as a transit oriented development (TOD) and compatibility with SACOG's recently completed Blueprint Preferred Growth Scenario and the Smart Growth Principles advanced by the City-County Natomas Joint Vision Memorandum of Understanding;
2. Extension of RT's proposed Downtown-Natomas-Airport (DNA) light rail line through the project, the incorporation of a station site centrally located within the project, and RT's interest in remaining competitive for scarce federal funding;

3. The project's ability to accommodate expected population growth in addition to that which would be served by urban infill according to the City's General Plan Update estimates; and,
4. The unique geography of Greenbriar, bordered on three sides by existing and developing urban uses, including the North Natomas Community Plan, and the 1,900-acre Metro Air Park light-industrial office complex that will ultimately employ 38,000 workers immediately west of the project.

The City of Sacramento has formally acknowledged each of these as reasons why Greenbriar "is a unique application and should be treated accordingly" relative to efficient processing and timely approval consideration.

In a letter dated July 25, 2005, addressed to Sacramento LAFCo Executive Director Peter Brundage, then City of Sacramento Interim Planning Director Carol Shearly explained how each unique project characteristic justified LAFCo's consideration of concurrent processing of a sphere of influence amendment and annexation. Sacramento LAFCo, at its August 3, 2005 hearing, responded affirmatively to the City's suggestion for concurrent processing, and on November 1, 2005 the Sacramento City Council unanimously approved three resolutions, setting in motion concurrent sphere of influence and annexation processing.

Nearly two years later, on September 19, 2007, LAFCo conducted a public hearing on the Greenbriar Sphere of Influence Amendment, Municipal Services Review, and Environmental Impact Report (collectively, the SOI Amendment"). At the hearing, Commissioner Yee noted that "Greenbriar is located at a point where it's logical to become part of the City of Sacramento...it is an infill project...." Mr. Yee also acknowledged that Greenbriar will contribute to the DNA line, and further stated that "Greenbriar is a perfect example of what we call smart growth. Because it's very consistent with the principles [ ] embodied in the Blueprint." Similarly, Commissioner Fong characterized the potential Greenbriar development as "a logical, orderly path for urbanization," and a project which is "critical...for the City of Sacramento." And Commissioner Peters stated that Greenbriar is "a logical expansion of the City's boundaries" and referred to the project as classic "infill." Similarly, Commissioner Miklos, who has been a member of SACOG for over 10 years, said that Greenbriar is a "perfect example" of Blueprint planning. After considering all public testimony, LAFCo approved the SOI Amendment.

#### **Consistency With SMAQMD Protocol and Support from SMAQMD**

As stated in its October 29, 2007 letter to the City, the Sacramento Metropolitan Air Quality Management District supports the Greenbriar project because it offers "many air quality-friendly elements." SMAQMD notes that "[t]he mixed-use design, density, and transit features are consistent with Blueprint, which is one of the key planning tools designed to limit the air quality and transportation impacts of projects in the Sacramento region." Moreover, SMAQMD recognizes that the project "is an essential step toward ensuring the Downtown-Natomas-Airport Regional Transit light rail line implementation."

SMAQMD director Larry Greene reiterated the District's endorsement at the November 8, 2007 Planning Commission hearing, where he unequivocally stated that the District supports the project. Mr. Greene further stated that the project complies with the District's protocol for evaluating health risks associated with land uses adjacent to major freeways, although the District disagrees over some technical aspects of the health risk assessment prepared for the

project. In conclusion, Mr. Greene noted that the "project meets the Blueprint's protocols [and] supports transit," and further stated that the project has an "air quality mitigation plan which we [the District] have approved." In fact, the Greenbriar Master Air Quality/TSM Plan approved by SMAQMD demonstrates that the project will result in overall air quality emissions reductions to at least 15% below comparable projects through application of a variety of mitigation measures.

### **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 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.

(Letter dated August 27, 2007, from City of Sacramento to Sacramento LAFCo.)

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.)

~~DRAFT~~ Mitigation Monitoring and Reporting Program  
for  
**Greenbriar Development Project**

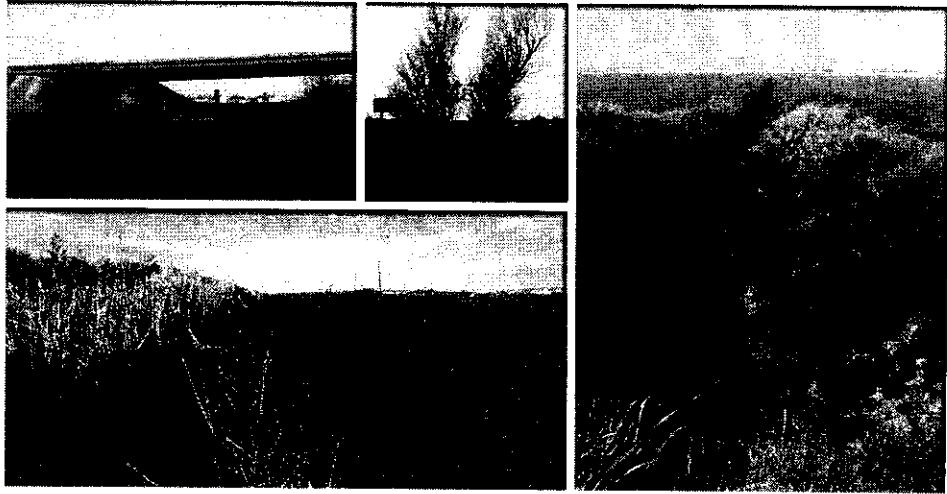


Prepared for:  
City of Sacramento  
Environmental Planning Services  
and  
Sacramento Local Agency Formation Commission

August 16 January 3, 2008

**EDAW**

**-DRAFT-** Mitigation Monitoring and Reporting Program  
for  
Greenbriar Development Project



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# MITIGATION MONITORING AND REPORTING PROGRAM

## INTRODUCTION

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

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

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 Metro Air Park Public Facilities Financing Plan. All mitigation measures with “fair share” contributions would be implemented through the proposed financing mechanism(s) indicated in the finance plan or by some other mechanism as determined by the City of Sacramento in consultation with the Sacramento County. <del>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.</del>	Prepare Greenbriar Finance Plan Project applicant, City of Sacramento	Prior to approval of project site annexation 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 65% buildout of the project based on total project trips. With implementation of this improvement, operating conditions at study area intersections would substantially improve as shown in Table 6.1-30 below. Exhibit 6.1-16 of the DEIR shows the Baseline plus Project peak-hour turning movement volumes with the Meister Way overpass and Exhibit 6.1-17 shows the Baseline plus Project lane configurations with Meister Way overpass.	Ensure construction and operation of Meister Way overpass	Project applicant and City of Sacramento	Prior to or before 65% buildout of project site based on total project trip generations	City of Sacramento Development Services Department
<b>6.1-1c: Elverta Road and SR 70/99 (City of Sacramento, Caltrans, County)</b> Before issuance of the first occupancy permit, the project applicant shall restripe the westbound Elverta Road approach to provide two left turn lanes, and a shared through-right turn lane (currently, a left turn lane, a shared left turn-through lane, and a right turn lane). Available right-of-way currently exists at this intersection to implement this mitigation measure. Construction outside existing right-of-way would not be required.	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	<i>Prior to On or before 50% buildout of project site based on total project trip generation if the signal is warranted or with the development of the north western quadrant, which ever comes first</i>	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 recoordination 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	<i>Finance Plan shall be prepared prior to project approval Traffic signal shall be installed prior to recoordination of the first map if the signal is warranted</i>	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	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/ modification (if the signal is constructed by others) of a traffic signal at	Project applicant and City of Sacramento	<i>Prior to project approval issuance of first building permits or recording the first map if the signal is warranted</i>	City of Sacramento Development Services Department

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

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
Boulevard/East Commerce Way intersection. The Draft Greenbriar Finance Plan identifies 100% of the funding needed to implement this improvement.				
<b>6.1-g: 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. With implementation of this mitigation measure-the operation of this intersection would improve to LOS A under Baseline plus Project conditions, which is acceptable based on City standards. Therefore, impacts to this intersection would be reduced to a less-than-significant level.	Construct traffic signal at Elkhorn Boulevard and Project Street 1 intersection	Project applicant	Prior to issuance of first occupancy building permit of any commercial or residential building or at the time of the design and construction of this intersection if the signal is warranted	City of Sacramento Development Services Department
<b>6.1-h: 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. With implementation of this mitigation measure-the operation of this intersection would improve to LOS A under Baseline plus Project conditions, which is acceptable based on City standards. Therefore, impacts to this intersection would be reduced to a less-than-significant level.	Construct traffic signal at Elkhorn Boulevard and Project Street 2 intersection	Project applicant	Prior to issuance of first building permit for any commercial or residential building occupancy permit, or at the time of the design and construction of this intersection if the signal is warranted	City of Sacramento Development Services Department
<b>6.1-i: 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. With implementation of this mitigation measure-the operation of this intersection would improve to LOS B under Baseline plus Project conditions, which is acceptable based on City standards. Therefore, impacts to this intersection would be reduced to a less-than-significant level.	Make revisions to project plans so Elkhorn Boulevard and Project Street 3 intersection is restricted to right in/right out access only	Project applicant	Prior to issuance of first occupancy building permit if the signal is warranted or at the time of the design and construction of this intersection.	City of Sacramento Development Services Department
<b>6.1-2a: Meister Way Overpass (City of Sacramento)</b> The project applicant shall implement Mitigation Measure 6.1-1b above	See 6.1-1 b above	See 6.1-1 b above	See 6.1-1 b above	See 6.1-1 b above

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

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
(i.e., construct Meister Way overpass). Table 6.1-32 summarizes the roadway segment operation conditions for Baseline-No Project conditions and Baseline plus Project conditions with the Meister way overpass. As shown in the table, even-with implementation of the Meister Way overpass, two of the project's study roadway segments (i.e., Elkhorn Boulevard west of SR 70/99 Interchange and Meister Way west of SR 70/99) would continue to operate unacceptably under Baseline plus Project conditions. Therefore, additional measures are required for these intersections.				
<b>6.1-2b: Elkhorn Boulevard west of SR 70/99 Interchange (City of Sacramento and County)</b> On or before 60% total buildup 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	<u>Prior to or before 60% buildup of project sitebased on total project trip generation</u>	City of Sacramento Development Services Department
<b>6.1-2c: Meister Way west of SR 70/99 (City of Sacramento)</b> On or before 66% total buildup of the project based on trip generation, the project applicant shall widen Meister Way west of SR 70/99 to provide two travel lanes in each direction from the first street intersection of SR 70/99 (Meister Way and 28 Street/36 Street [identified on the tentative map]) west to Lone Tree Road. Right-of-way for the recommended widening is currently available on-site.	Widen Meister Way west of SR 70/99 to provide two travel lanes in each direction from the first street intersection of SR 70/99 west to Lone Tree Road	Project applicant	<u>Prior to or before 66% buildup of project sitebased on total project trip generation</u>	City of Sacramento Development Services Department
<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). Table 6.1-34 summarizes the peak-hour operating conditions for the study ramps under Baseline-No Project conditions and Baseline plus Project conditions with the Meister Way overpass. As shown in the table, even with implementation of the Meister Way overpass, all three study freeway ramps (i.e., SR 70/99 NB/Elkhorn Boulevard off ramp, SR 70/99 SB/15 SB off ramp, and 1-5 NB/SR 70/99 NB off ramp) would continue to operate unacceptably under Baseline plus Project conditions. Therefore, additional measures are required for these ramps.	See 6.1-1b above	See 6.1-1b above	See 6.1-1b above	See 6.1-1b above

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

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<b>6.1-3b: SR 70/99 Northbound to Elkhorn Boulevard off-ramp (City of Sacramento)</b>	<p>a. see 6.1-1e</p> <p>a. see 6.1-1e</p> <p>b. Before <u>Concurrent with</u> 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.</p>	<p>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</p>	<p>b. Project applicant and City of Sacramento</p> <p>b. <u>Prior to</u> concurrent with project approval</p>	<p>b. City of Sacramento Development Services Department</p>
<b>6.1-3c: SR 70/99 Southbound to I-5 Southbound on-ramp (City of Sacramento and Caltrans)</b>	<p>a. Establish a Traffic Congestion Relief Fund</p> <p>a. City of Sacramento</p> <p>a. Upon issuance of building permits</p> <p>b. Pay pro-rata fair-share to total fair-share contribution the City's Traffic Congestion Relief Fund</p> <p>b. Project applicant</p> <p>b. Upon issuance of each building permits</p>	<p>a. City of Sacramento</p> <p>a. City of Sacramento Development Services Department</p>	<p>a. City of Sacramento Development Services Department</p>	<p>b. City of Sacramento Development Services Department</p>

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

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
mainline freeway improvements would be \$1,135,904.				
<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). Table 6.1-3e summarizes the peak-hour operating conditions for the study mainline segments under Baseline No Project conditions and Baseline plus Project conditions with implementation of the Meister Way overpass. As shown in the table, even with mainline segments (i.e., I-5 north of Del Paso Road, I-5 north of I-5/I-80 interchange between I-80 and Arena Boulevard, and SR 70/SR 70/99 between Elkhorn Boulevard and I-5/SR 70/99 interchange) would continue to operate acceptably under Baseline plus Project conditions. Therefore, additional measures are required for these mainline segments.	See 6.1-1b above	See 6.1-1b above	See 6.1-1b above	See 6.1-1b above

**6.1-4b: I-5 North of Del Paso Road (City of Sacramento and Caltrans)**

- a. The project applicant shall implement Mitigation Measure 6.1-3c.
  - a. See 6.1-3c above
  - b. Project applicant b. Upon issuance of each building permit
- 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. However, it can not be guaranteed that the congestion relief projects would be constructed or would be constructed prior to buildout of the project because the types of improvements, costs, and funding for such improvements has not been identified. Therefore, for purposes of CEQA, this impact would remain *significant and unavoidable*.

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

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<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
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 pro-rata share of total fair-share contribution the City's Traffic Congestion Relief Fund per fair-share to the City's Traffic Congestion Relief Fund	b. Project applicant	b. Upon issuance of each building permits	b. City of Sacramento Development Services Department
<b>Mitigation Measure 6.1-4d: SR 70/99 Southbound between Elkhorn Road and Elkhorn Boulevard (City of Sacramento)</b>				
	Because this mainline segment of SR 70/99 currently operates unacceptably, widening this segment of SR 70/99 mainline to 3 lanes (currently 2 lanes) between Elkhorn Boulevard and Elverta Road would improve the operating conditions of this segment during peak conditions to an acceptable LOS. Widening of the segment is not included in Caltrans' DSMP. While widening of SR 70/99 would improve the operating conditions of this mainline segment to acceptable conditions, Caltrans currently has no plans to expand this segment of SR 70/99 beyond its current capacity nor are any funding mechanisms established to fund improvements such as this. Because no feasible mitigation is available to reduce the project's impacts to this mainline segment, this impact would remain significant and unavoidable. This mitigation was removed in the Second Recirculated DEIR.			a. See 6.1-3c above
<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
b. Upon the City's issuance of any building permit for the project,	b. Pay pro-rata share of total	b. Project applicant	b. Upon issuance of	

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

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>the project applicant shall pay its fair-share contribution to the City's Traffic Congestion Relief Fund. This contribution has been previously identified within the fair-share funds calculated for Mitigation Measure 6.1-3c. Monies will be deposited within the City's fund in the time and manner as required by the City of Sacramento, in coordination with Caltrans and other transportation agencies including Regional Transit. The City's Traffic Congestion Relief Fund will be used to implement projects that would reduce mainline freeway congestion.</p>	<p><u>fair-share contribution the City's Traffic Congestion Relief Fund/Pay fair-share to the City's Traffic Congestion Relief Fund</u></p>	<p><u>each building permits</u></p>	<p><u>b. City of Sacramento Development Services Department</u></p>	
<p><b>6.1-5a: Elkhorn Boulevard and Lone Tree Road (City of Sacramento and County)</b></p> <p>The project applicant shall provide an expanded intersection with a right turn pocket length of 200 feet for vehicles turning right onto northbound Lone Tree Road from the westbound Elkhorn Boulevard approach if Elkhorn Boulevard is widened to the ultimate six-lanes arterial road and the right-of-way is made available. With implementation of this mitigation measure, the project would increase the average-delay at this intersection by only 2.8 seconds, which is below City standards (i.e., 5 seconds). Construction associated with this mitigation measure would require the acquisition of additional right-of-way. Based on "windshield surveys" of the project area, the site proposed for this improvement is substantially similar to the project site and therefore no new environmental impacts would occur. The applicant in consultation with the City shall coordinate with County to secure additional right-of-way for this improvement. However, because this intersection is located within the County and is not subject to the City's jurisdiction, implementation of this measure can not be guaranteed. Therefore, this impact would be considered significant and unavoidable.</p>	<p><i>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</i></p>	<p><i>Prior to project buildup if Elkhorn Boulevard is widened to the ultimate six-lanes arterial road and the right-of-way is made available.</i></p>	<p><i>City of Sacramento Development Services Department</i></p>	
<p><b>6.1-5b: SR 70/99 Southbound Ramps and Elkhorn Boulevard (City of Sacramento and Caltrans)</b></p> <p>Before concurrent with 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</p>	<p><i>Prepare City-Council approved Finance Plan to ensure that the project applicant will pay their fair-share costs toward the re-striping of the SR 70/99 southbound off-ramp approach to provide a left-</i></p>	<p><i>Project applicant and City of Sacramento</i></p>	<p><i>Prior to project appropria<del>s</del>ance of first building permit for any commercial or residential building</i></p>	<p><i>City of Sacramento Development Services Department</i></p>

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

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
consultation with the City and Caltrans) toward the restriping of the SR 70/99 southbound off-ramp approach to provide a left-turn lane, a shared left turn-right turn lane, and two right-turn lanes (cumulative base lane geometry assumes two left turn and two right turn lanes). The Draft Greenbriar Finance Plan identifies 100% of the funding needed to construct this improvement.	turn lane, a shared left turn-right turn lane, and two right-turn lanes			
<b>6.1-5c: SR 70/99 Northbound Ramps and Elkhorn Boulevard (City of Sacramento and Caltrans)</b> Concurrent with <u>Before</u> project approval, the project applicant shall 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	Prepare City-Council approved Finance Plan to ensure that the project applicant will pay their fair-share costs toward the restriping of the SR 70/99 northbound off-ramp approach to provide two left-turn lanes, a shared left turn-right turn lane, and a right-turn lane	Project applicant and City of Sacramento applicant will pay their fair-share costs toward the restriping of the SR 70/99 northbound off-ramp approach to provide two left-turn lanes, a shared left turn-right turn lane, and a right-turn lane	Prior to issuance of first building permit for any commercial or residential building 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> Concurrent with <u>Before</u> 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. This improvement would not require any additional right-of-way and would not in substantial alteration or expansion of this intersection. With	turn and two right turn lanes). The Draft Greenbriar Finance Plan identifies 100% of the funding needed to construct this improvement.	Prepare 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	Prior to issuance of first building permit for any commercial or residential building project approval	City of Sacramento Development Services Department

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

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
Implementation of this mitigation measure, this intersection would operate at LOS F in the a.m. and LOS E in the p.m. peak-hour and this impact would be reduced to a less than significant level.				
<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 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. Although implementation of this measure would reduce the project's cumulative impacts to the 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. Therefore, for purposes of CEQA this impact is considered significant and unavoidable.	<u>Not Applicable</u> Coordinate with Sacramento County to acquire additional right-of-way to allow adding a left-turn lane and restriping the westbound Meister Way approach to provide two left-turn lanes and a shared, through right-turn lane	<u>Not Applicable</u> Project to project buildout City of Sacramento	<u>Not Applicable</u> Prior to project buildout City of Sacramento	<u>Not Applicable</u> 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. Therefore, for purposes of CEQA, this impact is considered significant and unavoidable.	Coordinate with Sacramento County to acquire additional right-of-way to allow adding a left-turn lane for the eastbound and westbound Meister Way approaches, and southbound Lone Tree Road approach. Not Applicable	<u>Not Applicable</u> Project to project buildout City of Sacramento	<u>Not Applicable</u> Prior to project buildout City of Sacramento Development Services Department	<u>Not Applicable</u> 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	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 have a shared left	Project applicant	Prior to 65% buildout of project site and to be implemented with the construction of Meister Way	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>
turn-right turn lane for the eastbound approach).	<i>eastbound Meister Way approach to provide a left-turn lane and a right-turn lane</i>	<i>Not applicable</i>	<i>Not applicable</i>	<i>Not applicable</i>

**6.1-5h: Elkhorn Boulevard and Project Street 1 (City of Sacramento)**  
Construction of an additional through lane for the eastbound and westbound Elkhorn Boulevard approaches (cumulative base lane geometry assumes three through lanes in each direction on Elkhorn Boulevard) would reduce this impact to a less-than-significant level. However, this measure would require the acquisition of additional right-of-way beyond the maximum right-of-way proposed by the City/County for this roadway. No other feasible measures are available to reduce this impact because of limited right-of-way. Therefore, this impact is considered significant and unavoidable.

**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>6.1-5i: 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. No other feasible measures are available to reduce this impact because of limited right-of-way. Therefore, this impact is considered significant and unavoidable.	<i>Not applicable</i>	<i>Not applicable</i>	<i>Not applicable</i>	<i>Not applicable</i>
<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 buildup 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). No other mitigation is available to reduce this impact. As a result, this impact would remain significant and unavoidable.	<i>Restrict the left turn in/out movement at this intersection so that it will be right in/ right out movement only with a stop sign control on the side street</i>	<i>Project applicant and City of Sacramento</i>	<i>Prior to project buildup and with the construction of Elkhorn Blvd. project Street 3</i>	<i>City of Sacramento Development Services Department</i>
<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 concurrent with 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	<i>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</i>	<i>Project applicant and City of Sacramento</i>	<i>Prior to project approval</i>	<i>City of Sacramento Development Services Department</i>

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

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
applicant will pay their fair-share costs towards widening Elkhorn Boulevard to six lanes west of the SR 70/99 Interchange (the number of lanes planned by the City of Sacramento). The City and developers of the MAP project have identified 100% of the funding necessary to widen the Elkhorn Boulevard/SR 70/99 overpass to six lanes. No other feasible mitigation is available to reduce this impact. Therefore, while reduced, this impact would remain significant and unavoidable.	<i>Widen Meister Way west of SR 70/99 to provide two travel lanes in each direction from the first street intersection of SR 70/99 west to Lone Tree Road</i>	<i>Project applicant and City of Sacramento</i>	<i>Prior to 66% buildout of project site</i>	<i>City of Sacramento Development Services Department</i>
<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. With implementation of this mitigation measure, this segment would operate at LOS B and this impact would be reduced to a less-than-significant level.	<i>Prepare City-Council approved Finance Plan to ensure that the project applicant will pay their fair-share costs toward the re-striping of the SR 70/99 northbound off-ramp approach to provide two left-turn lanes, a shared left turn lane, and a right turn lane, a right turn lane, and a right turn lane, and a right turn lane</i>	<i>Project applicant and City of Sacramento</i>	<i>Concurrent with <u>Prior to project approval off-ramp map</u></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 re-striping the SR 99 northbound off-ramp approach to provide two left-turn lanes, a shared left turn-right turn lane and a right-turn lane (cumulative base lane geometry assumes two left turn and two right turn lanes). With implementation of this mitigation measure and widening this ramp from one lane to two lanes, this ramp would operate at LOS C and this impact would be reduced to a less-than-significant level. However, these ramps are not under the jurisdiction of the City of Sacramento (i.e., subject to Caltrans jurisdiction). While the project would contribute funds that would implement measures that would fully mitigate impacts to this intersection to a less-than-significant level, it is unknown whether these measures would be implemented because they are not subject to the control of the City. As a result, for purposes of CEQA, cumulative impacts to this ramp would be considered significant and unavoidable.	<i>a. See 6.1-3c above</i>	<i>a. See 6.1-3c above</i>	<i>a. See 6.1-3c above</i>	<i>a. See 6.1-3c above</i>
<b>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.				

**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>b. Upon the City's issuance of any building permit for the project, the project applicant shall pay its fair-share contribution to the City's Traffic Congestion Relief Fund. This contribution has been previously identified within the fair-share funds calculated for Mitigation Measure 6.1-3c. Monies will be deposited within the City's fund in the time and manner as required by the City of Sacramento, in coordination with Caltrans and other transportation agencies including Regional Transit. The City's Traffic Congestion Relief Fund will be used to implement projects that would reduce mainline freeway congestion.</p>	<p>b. Pay fair-share to the City's Traffic Congestion Relief Fund</p>	<p>b. Project applicant each building permits</p>	<p>b. Upon issuance of each building permits</p>	<p>b. City of Sacramento Development Services Department</p>
<p><b>6.1-7c: I-5 Northbound to Metro Air Parkway off-ramp (City of Sacramento and Caltrans)</b></p> <p>a. The project applicant shall coordinate with Caltrans and the Metro Air Park Finance Plan to pay its fair share toward widening the off-ramp to provide two additional lanes. Caltrans' DSMP includes the reconstruction of the I-5/Metro Air Park Interchange, but does not identify specific improvements or a project construction date. Widening of the interchange to provide the two additional lanes could be accommodated within the right-of-way proposed as part of the interchange improvement.</p> <p>b. The project applicant shall also implement mitigation measure 6.1-5d, which requires the establishment of a funding mechanism for restriping the I-5 northbound off-ramp approach to provide a left turn lane, a shared left turn-right turn lane and two right turn lanes (cumulative base lane geometry assumes two left turn and two right turn lanes).</p>	<p>a. Prepare City-Council approved Finance Plan to ensure that the project applicant will pay their fair-share toward widening of the off-ramp</p>	<p>a. Project applicant a. Concurrent with Prior-to project approval without project applicant will pay fair share toward widening of the off-ramp</p>	<p>a. see 6.1-5d above</p>	<p>a. City of Sacramento Development Services Department and Caltrans</p>
<p><b>6.1-7d: Metro Air Parkway to I-5 Southbound loop on-ramp (City of Sacramento and Caltrans)</b></p> <p>Before Concurrent with 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</p>	<p>Prepare City-Council approved Finance Plan to ensure that the project applicant will pay their fair-share 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>Concurrent with 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
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.  However, even with implementation of the above mitigation, this ramp is anticipated to continue operating at LOS F. No other feasible mitigation is available. Therefore, this impact would remain significant and unavoidable.	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 buildup of the Metro Air Park project. Therefore, concurrent with before-reordination-of-the-first-map, the project approval, 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. Project applicant a. See 6.1-3c above  b. Pay fair-share to the City's Traffic Congestion Relief Fund	Upon issuance of each building permits	a. See 6.1-3c above  b. City of Sacramento Development Services Department
<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.  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 buildup of the Metro Air Park project. Therefore, concurrent with before-reordination-of-the-first-map, the project approval, 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. Project applicant a. See 6.1-3c above  b. Pay fair-share to the City's Traffic Congestion Relief Fund	Upon issuance of each building permits	a. See 6.1-3c above  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.  b. Upon the City's issuance of any building permit for the project,	b. Pay fair-share to the City's Traffic Congestion Relief Fund	Upon issuance of each building permits	a. See 6.1-3c above  b. City of Sacramento Development Services Department

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

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
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.	City's Traffic Congestion Relief Fund	each building permits	b. City of Sacramento Development Services Department	
<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>	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
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 Upon issuance of each building permits	b. City of Sacramento Development Services Department	
<b>6.1-9: Bicycle and Pedestrian Facilities (City of Sacramento)</b>	a. Prior to recordation of the first map, the project applicant shall 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. 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. b. Circulation and access to all proposed parks and public spaces shall	a. b. d. 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 a. b. d. f. Prior to recordation of the first map	a. b. d. f. Prior to recordation of the first map	a. b. d. f. 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>
include sidewalks that meet American with Disability Act Standards.				
c. The project applicant shall dedicate a buffer along the edges of the project site (south, east, and west) to the City of Sacramento. This buffer shall be landscaped by the project applicant and shall provide space for future 10-foot off-street bikeways that would connect residents and employees to the NNCIP area and other Class I bike facilities. The buffer on the western edge of the project site shall not encroach on the 250-foot linear open space/buffer proposed for giant garter snake habitat.	e. <u>Dedicate and landscape buffer along the south, east, and west edges of the project site.</u>	e. <u>Project applicant</u>	e. <u>With recording of each map</u>	e. <u>City of Sacramento Development Services Department</u>
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 and Finance Division.	e. <u>Designate and install appropriate bicycle parking facilities</u>	e. <u>Project applicant</u>	e. <u>Designate bicycle parking facilities prior to recording of each map and install facilities with buildout of each map</u>	e. <u>City of Sacramento Development Services Department</u>
e. Bicycle parking shall conform to City standards and shall be located in high visibility areas to encourage bicycle travel. Class I (i.e., bicycle lockers) and Class II (i.e., racks) bicycle facilities shall be provided throughout the commercial areas of the project, at a ratio of 1 bicycle storage space for every 20 off-street vehicle parking spaces required. Fifty percent of the storage spaces shall be Class I facilities and the remaining 50% shall be Class II facilities.				
f. The project applicant shall provide residents, tenants, and employees of the project site with information regarding the Sacramento Area Council of Government's (SACOG) Rideshare bicycle commuting program.				
<b>6.1-10: (City of Sacramento)</b>				
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	a.-c. <u>Fund and operate an interim shuttle/bus transportation service for residents and patrons of the project site</u>	a.-c. <u>Project applicant</u>	a.-c. <u>Prior to construction and operation of LRT station along Meister Way and after receiving 50 service requests from on-site residents</u>	a.-c. <u>City of Sacramento Development Services Department and Department of Transportation</u>

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

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
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.				
b. The transit service shall take residents to the Central Business District (CBD) (i.e., downtown Sacramento) where they can transfer to light rail, bus, or train and connect to anywhere in greater Sacramento region and to the Bay Area. The transit service shall connect residents to the following transit services: Sacramento Regional Transit, El Dorado Transit, Yuba-Sutter Transit, Yolo Bus, Placer County Transit, San Joaquin Transit, Fairfield/Suisun Transit, Amador Transit, Roseville Transit, ETRAN (Elk Grove), and the Capitol Corridor/Amtrak. Midday service shall also be considered as development and rider ship demands increase. c. Final design and operation of the transit service will be subject to the approval of the City and other proposed operating agencies (e.g., RT).	a. <i>Prepare a detailed Traffic Management Plan</i>  a. Prior to issuance of any grading permits  a. Project applicant	a. City of Sacramento Development Services Department and Department of Transportation		

**6.1-11: (City of Sacramento)**

- 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:
  - the number of truck trips, time an day of street closures,
  - time of day of arrival and departure of trucks,
  - limitations on the size and type of trucks, provision of a truck staging area with a limitation on the number of trucks that can be waiting,
  - provision of a truck circulation pattern,
  - provision of driveway access plan along Elkhorn Boulevard so that safe vehicular, pedestrian, and bicycle movements are maintained (e.g., steel plates, minimum distances of open

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

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
trenches, and private vehicle pick up and drop off areas), ► maintain safe and efficient access routes for emergency vehicles, ► manual traffic control when necessary, ► proper advance warning and posted signage concerning street closures, and ► provisions for pedestrian safety.				
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>b. Submit Traffic Management Plan to local emergency response agencies; and notify these agencies of construction activities that would partially or fully obstruct local roadways</p>	<p>b. Project applicant</p> <p>b. 14 days prior to the commencement of construction</p>	<p>b. City of Sacramento Development Services Department and Department of Transportation</p>	<p>City of Sacramento Development Engineering and Finance Division</p>
6.1-12: (City of Sacramento) The project applicant shall submit a detailed parking plan for each proposed land use at the time development entitlements (e.g., building permits or special permits) are sought. The parking plan shall ensure that parking provided on the project site would meet the City's most current parking standards for the proposed land use and it shall identify the number and location of proposed parking spaces including proposed handicap parking spaces. If a light rail station is constructed within project site, then a park and ride lot or park and ride spaces shall be allocated in the retail zoned area in the vicinity of the proposed LRT station. The parking plan shall be subject to the review and approval by the City Development Engineering and Finance Division.	Submit a detailed parking plan for each proposed land use	Project applicant	Prior to approval of first map development entitlements regarding of each map	<p>City of Sacramento Development Engineering and Finance Division</p>
6.1-13: (City of Sacramento) 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 at the three four-legged project intersections along Meister Way.	<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>a, b, c. Project applicant</p>	<p>a, b, c. Prior to 40% buildout of project site or at the time of design and construction of each intersection</p>	<p>a, b, c. City Development Engineering and Finance Division</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>
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.	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			
c. Final design and siting of these improvements shall be subject to the approval of the City Development Engineering and Finance Division, Development Services Department.	c. <u>Submit final design and siting plans</u>			
<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 and Finance 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 and safe flow of traffic	Project applicant	Prior to <u>approval</u> recordation 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 and Finance 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).	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	Project applicant	Prior to <u>approval</u> recordation of final map	City of Sacramento Development Services Department
b. The project applicant shall implement mitigation measure 6.1-12 (Construction Traffic Management Plan).	b. See 6.1-12	b. See 6.1-12	b. See 6.1-12	b. See 6.1-12

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

Summary of Measure		Action	Implementing Party	Timing	Monitoring Party
<b>6.2 Air Quality</b>					
<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.	<p>a. The project applicant shall implement the following measures to reduce NO<sub>x</sub> and visible emissions from heavy-duty diesel equipment.</p> <p>i. Before issuance of a grading permit, the project applicant shall provide a plan for approval by the lead agency, in consultation with SMAQMD, demonstrating that the heavy-duty (&gt;50 horsepower), off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project-wide fleet-average 20% NO<sub>x</sub> reduction and 45% particulate reduction compared to the most recent ARB fleet average at the time of construction. Acceptable options for reducing emissions include the use of late-model engines, low-emission diesel products, alternative fuels, particulate matter traps, engine retrofit technology, after-treatment products, and/or such other options as become available.</p> <p>ii. Before issuance of a grading permit, the project applicant shall submit to the lead agency and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that will be used an aggregate of 40 or more hours during any portion of project construction. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction operations occur. At least 48 hours before heavy-duty off-road equipment is used, the project applicant shall provide the SMAQMD with the anticipated construction timeline including start date, and the name and phone number of the project manager and on-site foreman.</p> <p>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</p>	<p>a(i). Provide a plan for approval by the lead agency demonstrating that the heavy-duty (&gt;50 horsepower), off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project-wide fleet-average 20% NO<sub>x</sub> reduction and 45% particulate reduction compared to the most recent ARB fleet average at the time of construction</p> <p>a(ii). Submit to the lead agency and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that will be used an aggregate of 40 or more hours during any portion of project construction</p> <p>a(iii). Ensure that emissions from off-road, diesel-powered equipment used on the project site do not exceed 40% opacity for more than 3</p>	<p>a(i). Prior to issuance of any grading permits</p> <p>a(ii). Prior to issuance of any grading permits</p> <p>a(iii). Prior to issuance of any grading permits</p>	<p>a(i). City of Sacramento Development Services Department, Sacramento LAFCo, and SMAQMD</p> <p>a(ii). City of Sacramento Development Services Department, Sacramento LAFCo, and SMAQMD</p> <p>a(iii). City of Sacramento Development Program</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>
<p>minutes in any 1 hour. Any equipment found to exceed 40% opacity (for white smoke) or Ringemann 2.0 (for black smoke) shall be repaired immediately, and the SMAQMD shall be notified of non-compliant equipment within 48 hours of identification. A visual survey of all in-operation equipment shall be made at least weekly by the construction contractor, and the contractor shall submit a monthly summary of visual survey results throughout the duration of the construction project, except that the monthly summary shall not be required for any 30-day period in which no construction operations occur. The monthly summary shall include the quantity and type of vehicles surveyed, as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance.</p> <p>b. As recommended by the SMAQMD, the project applicant shall reduce fugitive dust emissions by implementing the measures listed below during construction.</p> <ol 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 wetted 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> </ol>	<p><i>the project site do not exceed 40% opacity for more than 3 minutes in any 1 hour</i></p> <p><i>b. Implement measures to reduce fugitive dust emissions</i></p>	<p><i>b. Project applicant</i></p>	<p><i>b. During construction</i></p>	<p><i>Services Department, Sacramento LAFCo, and SMAQMD</i></p> <p><i>b. City of Sacramento Development Services Department and Sacramento LAFCo</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>
vi. Onsite vehicle speeds on unpaved roads shall be limited to 15 mph.				
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.				
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%.				
ix. Excavation and grading activities shall be suspended when winds exceed 20 mph.				
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. 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 \$14,300 to reduce a ton of NO <sub>x</sub> . However, the then 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).	c. Pay \$2,587,955 into SMAQMD's off-site construction mitigation fund	c. Project applicant <del>disturbance issued ce of grading permits</del>	c. Prior to <del>any</del> <del>granted</del> <del>disturbance issued ce of grading permits</del>	c. City of Sacramento Development Services Department, Sacramento LAFCo, and SMAQMD
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. Project applicant	d. During project construction	d. City of Sacramento Development Services Department and Sacramento LAFCo

**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><b>6.2-2: (City of Sacramento and LAFCo)</b></p> <p>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 (AQAP-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 AQAP-AQMP for this project (Appendix E) and shall be incorporated to achieve a 15% reduction.</p> <p>a. The entire project shall be located within <math>\frac{1}{2}</math> mile of a Class I or Class II bike lane.</p> <p>b. The project shall provide for pedestrian improvements.</p> <p>c. Residential use shall be within 1/4 mile of planned transit.</p> <p>d. Neighborhoods shall serve as focal points.</p> <p>e. Separate, safe, and convenient bicycle and pedestrian paths shall connect residential, commercial, and office uses.</p> <p>f. The project shall provide a development pattern that eliminates physical barriers that impede bicycle or pedestrian circulation.</p> <p>g. The lowest emitting commercially available furnaces shall be installed.</p> <p>h. Average residential density shall be seven dwelling units per acre or greater (residential).</p> <p>i. The project shall be mixed-use.</p> <p>j. A display case/kiosk displaying transportation information shall be provided.</p> <p>k. Minimum amount of parking shall be provided.</p> <p>l. Parking lot shade shall be increased by 10%.</p> <p>m. The project shall become a permanent member of a Transportation Management Association (TMA).</p> <p>n. The project shall provide a transportation coordinator.</p> <p>o. The project shall contract with landscapers complying with ARB standards.</p>	<p><i>Submit Air Quality Mitigation Plan to SMAQMD for approval</i></p>	<p><i>Project applicant</i></p>	<p><i>Prior to issuance of any grading permits</i></p>	<p><i>City of Sacramento Development Services Department and Sacramento LAFCo</i></p>

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

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<b>6.2.4: (City of Sacramento and LAFCo)</b> Off-site Mobile Sources. The following mitigation measures shall be implemented:	<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>a. <u>Develop and implement a plan to reduce diesel emissions at loading dock facilities</u></p> <p>b. <u>Locate commercial/convenience land uses as far away as feasibly possible from existing and proposed sensitive receptors</u></p>	<p>a. <u>Project applicant</u></p> <p>b. <u>Project applicant</u></p>	<p>a. <u>Prior to issuance of occupancy permits for facilities with loading docks</u></p> <p>b. <u>Prior to recordation of the first map for each commercial site</u></p>
<b>Off-site Mobile Sources:</b> The following mitigation measure shall be implemented:	c. The project applicant shall include in landscape plans, planting of fine-needed conifer trees in the buffer area between the I-5 and SR 70/99 freeways and proposed residential uses. Total numbers, exact species, box-size at planting, spacing and placement will be determined in consultation with SMAQMD prior to adoption of a Tentative Map.	<u>c. <i>Include planting of fine-needed conifer trees in the freeway buffer area in landscape plans</i></u>	<u>c. <u>Project applicant</u></u>	<u>c. <u>Prior to adoption of tentative map</u></u>
<b>6.2.5: (City of Sacramento and LAFCo)</b> The following mitigation measures shall be implemented:	a. To the extent feasible, proposed commercial/convenience land uses	a. <u>Locate</u>	a. <u>Project</u>	a. <u>City of Sacramento</u>

**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>
that have the potential to emit objectionable odor emissions shall be located as far away as possible from existing and proposed receptors.	<i>commercial/convenience land uses with potential to emit objectionable emissions as far away from existing and proposed receptors</i>	<i>applicant</i>	<i>recordation of the first map</i>	<i>Sacramento Development Services Department and Sacramento LAFCo</i>
b. When permitting the facility that would occupy the proposed commercial/convenience space, the City shall take into consideration its odor-producing potential.	<p><i>b. Consider odor-producing potential of commercial/convenience space</i></p> <p><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></p>	<p><i>b. City of Sacramento</i></p> <p><i>c. Facility operator</i></p>	<p><i>b. Prior to approval of final map</i></p> <p><i>c. Prior to approval of business license for land uses with odor-emitting facilities</i></p>	<p><i>b. City of Sacramento Development Services Department and Sacramento LAFCo</i></p> <p><i>c. City of Sacramento Development Services Department and Sacramento LAFCo</i></p>
<b>6.3 Noise</b>				
<b>6.3-1: (City of Sacramento and LAFCo)</b>	<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>Construction manager and project applicant</i>	<i>During project construction activities</i>	<i>City of Sacramento Development Services Department and Sacramento LAFCo</i>
<b>6.3-2: (City of Sacramento and LAFCo)</b>	<i>The project applicant shall implement the following measures to reduce the exposure of existing sensitive receptors to project-generated traffic noise levels.</i>	<i>Evaluate each map to determine whether off-site, Sacramento County properties would comply with Sacramento County's</i>	<i>Prior to issuance of the f<sup>st</sup> each building permit</i>	<i>City of Sacramento Development Services Department and Sacramento LAFCo</i>
	<i>a. As individual facilities and elements of the proposed project are</i>			

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

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>permitted by the City, the City shall evaluate each for compliance with the County's exterior noise standard and the substantial increase threshold [i.e., relative to existing levels attributed to existing year 2005 traffic volumes (Section 6.1, "Transportation and Circulation")] for transportation noise sources at the existing residences in unincorporated Sacramento County located along Lone Tree Road south of Elkhorn Boulevard (house is 50 feet west of centerline of Lone Tree Road), Power Line Road between Elkhorn Boulevard and Del Paso Road (house is located 80 feet east of centerline of Power Line Road), and Elkhorn Boulevard between Power Line Road and Lone Tree Road (houses are located 575 feet south of centerline of Elkhorn Boulevard and 175 feet south of centerline of Elkhorn Road). Where traffic noise levels generated by individual projects do not clearly comply with the County's exterior noise standards or result in a substantial increase in ambient noise levels at these locations, the City shall offer the owners of the affected residences the installation of solid barriers (e.g., berms, wall, and/or fences) along their affected property line. Actual installation of the barriers/fences would either be funded by, or completed by the project applicant. The barriers/fences must be constructed of solid material (e.g., wood, brick, or adobe) and 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><i>exterior noise standards. If noise levels would exceed County noise thresholds, offer the owners of the affected residences the installation of solid barriers (e.g., berms, wall, and/or fences) along their affected property line. Conduct site-specific noise studies/modeling to determine compliance with County noise thresholds, where necessary.</i></p>	<p>Sacramento LAFCo</p>		

**6.3-4: (City of Sacramento and LAFCo)**

The project shall implement the following measures before the occupancy of any proposed uses in the related impact areas, to reduce the exposure of sensitive receptors to significant noise associated with

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

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
surface transportation (Bollard 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	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 in noise impact/mitigation area D. Bridge spaces between side spaces at side-on residences. Construct solid noise barriers for side yard privacy fences at end lots.	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 solid noise barrier) for residences in area D.	City of Sacramento Development Services Department and Sacramento LAFCo

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

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
e.	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	e. Project applicant	e. Prior to issuance of occupancy permits for residences in area E	e. City of Sacramento Development Services Department and Sacramento LAFCo
f.	f. Construct a solid noise barrier in noise impact/mitigation area F along Meister Way in noise impact/mitigation area F	f. Project applicant	f. Prior to issuance of occupancy permits for residences in area F	f. City of Sacramento Development Services Department and Sacramento LAFCo
g.	g. Construct a solid noise barrier or berm/wall combination along Elkhorn Boulevard in noise impact/mitigation area H	g. Project applicant	g. Prior to issuance of occupancy permits for residences in area H	g. City of Sacramento Development Services Department and Sacramento LAFCo
h.	h. Construct a solid noise barrier along Lone Tree	h. Project applicant	h. Prior to issuance of occupancy	h. City of Sacramento

**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>
to adequately shield residences which back up to the canal east of and adjacent to this roadway.	Road in noise impact/mitigation area I	H	permits for residences in area H	Development Services Department and Sacramento LAFCo
i. Prior to issuance of any building permits, site-specific acoustical analyses shall be conducted once construction plans are available for residential developments located within the 60 dBA Ldn contours (see Exhibit 6.3-5) to ensure satisfaction with the City of Sacramento interior noise level standards. The acoustical analyses shall evaluate exposure of proposed noise-sensitive receptors to noise generated by surface transportation sources, in accordance with adopted City of Sacramento interior noise standards (Table 6.3-8). These site-specific acoustical analyses shall also include site-specific design requirements to reduce noise exposure of proposed on-site receptors and all feasible design requirements shall be implemented into the final site design. Noise reduction measures and design features may include, but are not limited to the use of increased noise attenuation measures in building construction (e.g., dual-pane, sound-rated windows, mechanical air systems, and exterior wall insulation). Given the predicted future traffic noise environment at the exterior facades of the residences nearest to Highway 99 and Interstate 5, upgrades to windows will likely be required at many residences, as well as the use of stucco siding or the acoustic equivalent. Implementation of these design measures would ensure interior noise levels meet the City's noise standards.	i. Conduct site-specific acoustical analyses for residences located within the 60 dBA Ldn contours (Exhibit 6.3-5 of EIR)	i. Project applicant	i. Prior to issuance of building permits for residences in the 60 dBA Ldn contours (Exhibit 6.3-5 of EIR)	i. City of Sacramento Development Services Department and Sacramento LAFCo
<b>6.3-5. (City of Sacramento and LAFCo)</b>	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	Conduct site-specific acoustical analyses for the proposed school	Project applicant Prior to issuance of building permits for the school	City of Sacramento Development Services Department and Sacramento LAFCo

**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>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 <u>LEQ</u>/<u>Leg</u> and measured during the peak hour of noise during school operations.</p>				
<p><b>6.4 Utilities</b></p> <p><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 RD 1000's plant #3 by 75 cubic feet per second.</p>	<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>
<p><b>6.5 Public Services</b></p> <p><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.</p> <p>b. The project's Finance Plan shall identify necessary public facility improvements needed to serve the project, 100% of the costs required, and all the project's fair-share costs associated with provision of these facilities and services. The project applicant shall pay into a fee program, as established by the Greenbriar Finance Plan that identifies the funding necessary to construct needed public facilities (e.g., police, fire, water, wastewater, library, and schools).</p>	<p>a. <i>Project applicant</i></p> <p>b. <i>Project applicant</i></p>	<p>a. <i>Prior to issuance of first occupancy permit</i></p> <p>b. <i>Prior to issuance of first occupancy permit</i></p>	<p>a. <i>City of Sacramento Development Services Department and Reclamation District 1000</i></p> <p>b. <i>City of Sacramento Development Services Department and Reclamation District 1000</i></p>	<p>a. <i>City of Sacramento Development Services Department and Reclamation District 1000</i></p> <p>b. <i>City of Sacramento Development Services Department and Reclamation District 1000</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>
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.	wastewater, library, and schools)			



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

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<b>6.6 Parks and Open Space</b>	<u>6.6-2: (City of Sacramento and LAFCo)</u>	<p>Coordinate with the City to identify appropriate lands to be set aside in a permanent conservation easements and</p>	<i>Prior to approval of final maps</i>	<i>City of Sacramento Development Services Department and Sacramento LAFCo</i>

- a. Consistent with the principles of the City/County Natomas Joint Vision Memorandum of Understanding Plan, the project applicant shall coordinate with the City to identify appropriate lands to be set aside in a 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 NJJV 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.

In addition, the project applicant has agreed to the following mitigation measure:

- b. The project applicant shall mitigate for impacts to open space by providing mitigation land in the amounts specified in the Greenbriar Open Space, Species and Agriculture: Project Impacts and Mitigation chart attached to the Mitigation Monitoring and Reporting Program, approved by the City Council along with these findings. The acreages shown in the Mitigation chart shall control implementation of the open space chart will result in an additional 30.5 acres of open space.

**LAFCo**

Prior to annexation, the city shall implement mitigation measure 6.6-2.

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

Summary of Measure		Action	Implementing Party	Timing	Monitoring Party
<b>6.7 Aesthetics</b>					
<b>6.7-4: (City of Sacramento and LAFCo)</b>					
a. The project applicant shall install light fixtures that have light sources aimed downwards and install shielded lighting outside to prevent glare or reflection or any nuisance, inconvenience, and hazardous interference of any kind on adjoining streets or property.	a. <i>Install light fixtures that have light sources aimed downwards and install shielded lighting outside</i>  b. The project applicant shall adhere to all requirements of the City of Sacramento design guidelines regarding appropriate building materials, lighting, and signage in the office/commercial areas to prevent light and glare from adversely affecting motorists and adjacent land uses. All proposed development plans shall be approved by the City.	a. <i>Project applicant</i>  b. <i>Project applicant</i>	a. <i>Prior to issuance of occupancy permits</i>  b. <i>Prior to issuance of building permits</i>	a. <i>City of Sacramento Development Services Department and Sacramento LAFCo</i>  b. <i>City of Sacramento Development Services Department and Sacramento LAFCo</i>	
<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 USTs discovered during construction shall be removed and any contaminated soils shall be excavated and treated according to County EMD procedures before the resumption of construction.	<i>Cease construction activities adjacent to an UST or in the area of soil contamination and contact the County EMD immediately</i>	<i>Construction contractor</i>	<i>During construction activities</i>	<i>City of Sacramento Development Services Department</i>
<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	<i>Request a consistency determination of proposed land use with the CLUP from Sacramento County ALUC</i>	<i>City of Sacramento</i>	<i>Prior to City pre-zoning and prior to annexation</i>	<i>City of Sacramento Development Services Department and Sacramento LAFCo</i>

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

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>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.</p> <p><i>There is no other feasible mitigation to bring the project in compliance with CLUP standards. Therefore, this impact would remain significant and unavoidable.</i></p>	<p><b>6.8-4: (City of Sacramento and LAFCo)</b></p> <ul style="list-style-type: none"> <li>a. To ensure that the final location and design of the lake/detention basin is consistent with the recommendations of the ALUC regarding wildlife hazards to aviation, the project applicant shall prepare a design and management plan for this proposed water feature. This plan shall be prepared in coordination with the Sacramento International Airport Operations Manager before commencement of construction. The plan shall determine an appropriate size for the lake/detention basin and incorporate specific design measures deemed sufficient by SCAS and the ALUC to minimize bird strikes and other wildlife-related airspace safety hazards in the vicinity of the project area. The plan shall include information sufficient to satisfy requirements for preparation of a Wildlife Hazard Management Plan and shall be prepared by a qualified wildlife hazard damage biologist. The project applicant shall submit a detailed design drawing of the proposed lake/detention basin to SCAS for review.</li> <li>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:           <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> </ul> </li> </ul>	<p><i>a,b. Prepare a design and management plan for the lake/detention basin in coordination with the Sacramento International Airport Operations Manager</i></p>	<p><i>a,b. Project applicant</i></p>	<p><i>a,b. Prior to issuance of any grading permits</i></p> <p><i>a,b. City of Sacramento Development Services Department and Sacramento LAFCo</i></p>

**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>
iii. Any vegetation planted in the vicinity of the lake shall consist of plant species that do not provide birds with opportunities for cover, nesting, perching, or feeding. A detailed design plan for landscaping surrounding the lake/detention basin shall be submitted to SCAS for review;				
iv. Barriers (e.g., walls, fences) shall be constructed a minimum of 48 inches high and be located between the lake and nearby grassy areas to dissuade geese or other waterfowl from walking to the lake.				
v. Signs shall be placed at regular intervals around the perimeter of the lake prohibiting the public from feeding birds. The project proponent shall maintain such signs in good order and replace such signs as necessary. This responsibility shall transfer to the Homeowner's Association (HOA) and shall be articulated in the covenants, conditions, and restrictions (CC&Rs).				
vi. Trash receptacles with covers shall be placed at regular intervals around the lake and be designed to prevent access to refuse by birds. The CC&Rs shall specify that the project proponent and HOA shall be responsible for ensuring trash receptacles with covers are provided and properly emptied on a regular basis and replaced as necessary.				
vii. Installation of structures near the lake that could serve as perches for gulls and other birds shall be minimized. The CC&Rs shall prohibit the future installation of such structures.				
viii. The project applicant shall prohibit all activities and uses that could conflict with implementation of the wildlife hazard management program.	c-l. Prepare and incorporate an Adaptive Management Plan into the Wildlife Hazard Management Plan	c-l. Project applicant	c-l. Prior to issuance of any grading permits	c-l. City of Sacramento Development Services Department and Sacramento LAFCo
c. An Adaptive Management Plan shall be prepared and incorporated into the Wildlife Hazard Management Plan. The Adaptive Management Plan shall provide for the long-term management of nuisance birds around the lake. The management plan shall involve perpetual monitoring and employment of various techniques for controlling birds using adaptive information and bird control products. The Homeowner's Association shall be responsible for ensuring the implementation and continued enforcement of the Adaptive Management Plan and provision of adequate funding. This requirement shall be specified in the CC&Rs. The Adaptive				

**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>Management Plan shall include the following components:</p> <ul style="list-style-type: none"> <li>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;</li> <li>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;</li> <li>iii. Funding mechanism such as use of an endowment fund or assessment district to fund the long-term monitoring and adaptive management program.</li> <li>iv. Any use of the lake that conflicts with the wildlife control program shall be prohibited.</li> <li>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.</li> <li>e. The monitoring and maintenance portion of the Adaptive Management Plan shall include the following: <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</li> </ul> </li> </ul>				

**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>feeding of birds;</p> <p>iii. control of vegetative growth around the lake to minimize any vegetation that would attract birds for purpose of cover, nesting, perching, or food;</p> <p>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;</p> <p>v. inspect the lake area to determine whether additional measures are needed to reduce bird use of the lake; and</p> <p>vi. aggressively haze wildlife to discourage use of the lake.</p> <p>f. If monitoring efforts reveal that additional control efforts are necessary, the Bird Control Program Manager may implement one or more control techniques outlined in the Adaptive Management Plan, or other techniques based on best available scientific and commercial information. Bird control techniques currently being used at airports, on agricultural lands, and in other areas where birds pose a hazard or nuisance shall be described in the Adaptive Management Plan. The Bird Control Program Manager shall have discretion of using any one or more of the techniques based on the need, practicability, and land use compatibility. These techniques may include, but are not limited to:</p> <p>i. Allowing grass to grow over 20-centimeters8 inches in height (currently being employed at some airports).</p> <p>g. In addition to these control techniques, the Adaptive Management Plan shall outline an education program for the Homeowner's Association to implement ensuring that the public is aware of the importance of eliminating bird attractants from the area around the lake. The public shall be prohibitive from feeding birds around the lake and engaging in any other activities within the boundaries of the development project which may attract wildlife hazards to aircraft operations. The public shall be made aware of the purpose and importance of various bird control measures being implemented by the Bird Control Program Manager.</p> <p>h. Prohibited Uses of Lake: all activities and uses of the lake/detention basin that may conflict with the wildlife control program shall be</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>
<p>expressly prohibited.</p> <ul style="list-style-type: none"> <li>i. Post signs prohibiting swimming in the lake/detention basin.</li> <li>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:           <ul style="list-style-type: none"> <li>i. notify the property owner that the wildlife control measures are out of compliance;</li> <li>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</li> <li>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.</li> </ul> </li> <li>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:</li> </ul> <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>l. To prevent the establishment of resident populations of Canada geese on the project site, the Bird Control Program Manager shall take the following, but not limited to, actions:</p> <ul style="list-style-type: none"> <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>				

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

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<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> <ol style="list-style-type: none"> <li>1. Description of the project</li> <li>2. Description of lake/detention basin and all facilities that would control on-site water levels</li> <li>3. Goals of the plan</li> <li>4. Description of the water management elements and features that would be implemented:             <ol style="list-style-type: none"> <li>a. Best management practices that would be implemented on-site</li> <li>b. Public education and awareness</li> <li>c. Sanitary methods used (e.g., disposal of garbage)</li> <li>d. Mosquito control methods used (e.g., fluctuating water levels, biological agents, pesticides, larvacides, circulating water)</li> </ol> </li> <li>e. Stormwater management (consistent with Stormwater Management Plan)</li> </ol> <p>5. Long-term maintenance of the lake/detention basin and all related facilities (e.g., specific ongoing enforceable conditions or maintenance by a homeowner's association)</p> <p>b. To reduce the potential for mosquitoes to reproduce in the lake/detention basin, the project applicant shall coordinate with the MVCD to identify and implement BMPs based on their potential effectiveness for project site conditions. Potential BMPs that the applicant could implement include, but not limited to, the following:</p> <ul style="list-style-type: none"> <li>► Stock the lake/detention basin with mosquito fish, guppies, backswimmers, flatworms, and/or other invertebrate predators.</li> <li>► Maintain a stable water level the lake/detention basin to reduce water level fluctuation resulting from evaporation, transpiration,</li> </ul>	<p>a. Prepare a Vector Control Plan in coordination with the Mosquito Vector Control District</p> <p>a. Project applicant</p> <p>a. Prior to issuance of grading permit for the lake/detention basin</p>	<p>b. During project operation</p>	<p>a. City of Sacramento Development Services Department and the Mosquito Vector Control District</p>

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

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
outflow, and seepage.				
<b>6.9 Geology and Soils</b>				
<b>6.9-1: (City of Sacramento)</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 specific design recommendations sufficient to ensure the safety of soil conditions (e.g., percent subsidence/expansive soils impacts), project structures, and site occupants.	a. Prepare a site-specific geotechnical report by a qualified geotechnical engineer	a. Project applicant	a. Prior to issuance of any grading permits	a. City of Sacramento Development Services Department
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.	b. 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	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	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

**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>
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).				
<b>6.9-2: (City of Sacramento)</b>				
a. A grading and erosion control plan shall be prepared by a California Registered Civil Engineer and submitted to the City of Sacramento Development Services Department of Public Works 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 identify the site-specific grading to be used for new development. All grading shall be balanced on-site, where feasible.	a. Prepare and submit to the City of Sacramento Department of Public Works a grading and erosion control prepared by a California Registered Civil Engineer	a. Project applicant	a. Prior to issuance of an grading permits	a. City of Sacramento Development Services Department
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	b. Project applicant	b. Prior to issuance of any grading permits	b. City of Sacramento Development Services Department
<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	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,	See 6.9-1 above	See 6.9-1 above	See 6.9-1 above	See 6.9-1 above

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

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
described above, to reduce the potential for damage associated with expansive soils.				
<b>6.10 Hydrology and Water Quality</b>				
<b>6.10-1: (City of Sacramento)</b>				
a. The project applicant shall demonstrate compliance through its grading plans with all requirements of the City's Grading, Erosion, and Sediment Control Ordinance (Title 15, Chapter 15.88 of the City Code) including preparing erosion, sediment, and pollution control plans for each construction phase and postconstruction, if necessary. The project's grading plans shall be submitted to the City of Sacramento Development Services Department and approved by the City of Sacramento, Department of Utilities.	<p>a. Demonstrate compliance with the City's Grading, Erosion, and Sediment Control Ordinance in grading plans</p> <p>b. Demonstrate compliance with the City's Stormwater Management and Control Code in grading plans</p> <p>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.</p>	<p>a. Project applicant</p> <p>b. Project applicant</p> <p>c. Project applicant</p>	<p>a. Prior to issuance of any grading permits</p> <p>b. Prior to issuance of any grading permits</p> <p>c. Prior to issuance of any grading permits</p>	<p>a. City of Sacramento Development Services Department</p> <p>b. City of Sacramento Development Services Department</p> <p>c. City of Sacramento Development Services Department</p>

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

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
	<i>discharge requirements</i>			
<p>d. As required under the NPDES stormwater permit for general construction activity, the project applicant shall prepare and submit the appropriate Notice of Intent and prepare the SWPPP and other necessary engineering plans and specifications for pollution prevention and control. The SWPPP and other appropriate plans shall identify and specify the use of erosion sediment control BMPs, means of waste disposal, implementation of approved local plans, nonstormwater management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities. The SWPPP would also specify the pollutants that are likely to be used during construction and that could be present in stormwater drainage and nonstormwater discharges. A sampling and monitoring program shall be included in the SWPPP that meets the requirements of SWRCB Order 99-08-DWQ to ensure the BMPs are effective.</p> <p>e. Construction techniques shall be identified that would reduce the potential runoff, and the plan shall identify the erosion and sedimentation control measures to be implemented. The SWPPP shall also specify spill prevention and contingency measures, identify the types of materials used for equipment operation, and identify measures to prevent or clean up spills of hazardous materials used for equipment operation and hazardous waste. Emergency procedures for responding to spills shall also be identified. BMPs identified in the SWPPP shall be used in subsequent site development activities. The SWPPP shall identify personnel training requirements and procedures that would be used to ensure that workers are aware of permit requirements and proper installation and performance inspection methods for BMPs specified in SWPPP. The SWPPP shall also identify the appropriate personnel responsible for supervisory duties related to implementation of the SWPPP. All construction contractors shall retain a copy of the approved SWPPP on the construction site.</p>	<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>

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

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
f. The project applicant shall prepare and submit a Notice of Intent and acquire authorization for a Central Valley RWQCB NPDES permit for construction dewatering activities that may be necessary for foundation and utility installations within the project site.	<p><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 recertification, FEMA will likely remap the Natomas area (including the Greenbriar project site) as one of three potential SFHA designations: AE, AR, or A99 zone. Each designation prescribes specific building and design requirements for new, above-ground development.</p> <p>If the Greenbriar project site is remapped by FEMA into an AE, AR, or A99 zone, then:</p> <ol style="list-style-type: none"> <li>(1) the City will require development within the project site to comply with all applicable building and design regulations identified by FEMA and by the City of Sacramento's Floodplain Management Ordinance in existence at the date of issuance of building permits pertaining to the applicable remapped zone;</li> <li>(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 <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> </li> <li>(3) the requirements of the applicable FEMA zone and corresponding requirements under the City of Sacramento's</li> </ol>	<p><i>Participate in a funding mechanism established by SAFCAs for the purpose of implementing levee improvements that would provide no less than 100-year flood protection for the project site</i></p> <p><i>Project applicant</i></p> <p><i>If levees currently providing adequate flood protection to the project site are decertified and can no longer provide 100-year flood protection as determined by FEMA, prior to issuance of any grading permits</i></p>	<p><i>If levees currently providing adequate flood protection to the project site are decertified and can no longer provide 100-year flood protection as determined by FEMA, prior to issuance of any grading permits</i></p>	<p><i>City of Sacramento Development Services Department and Sacramento LAFCo</i></p>

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

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>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>				

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

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<b>6.10-4: (City of Sacramento and LAFCo)</b> Although the project would result in less-than-significant flooding impacts, the applicant has agreed to implement the following mitigation to further ensure that adequate flood protection would be provided at the project site.	<p>a. The project applicant shall submit grading plans to the City Department of Utilities that demonstrate that Elkhorn Boulevard has been sufficiently raised to provide 1 foot of freeboard above Lone Tree Canal during a 100-year storm event. Approximately 1,800 linear feet of Elkhorn Boulevard would need to be raised to provide sufficient localized flood protection.</p> <p>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 (<math>\text{NO}_x</math>, <math>\text{PM}_{10}</math>), noise, transportation, and stormwater quality impacts. These impacts would be mitigated to less-than-significant levels with implementation of mitigation recommended for the project and presented in this Draft EIR. As a result, no new significant environmental impacts would occur with implementation of this improvement.</p>	<p>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</p> <p>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</p>	<p>a. Prior to issuance of any grading permits</p> <p>b. Prior to issuance of any grading permits</p>	<p>a. City of Sacramento Development Services Department</p> <p>b. City of Sacramento Development Services Department</p>
<b>6.11-1: (City of Sacramento)</b>	See 6.6-2 above	See 6.6-2 above	See 6.6-2 above	See 6.6-2 above
LAFCo	<p>a. The project applicant shall implement Mitigation Measure 6.6-2.</p> <p>b. Prior to annexation the applicant shall implement Mitigation Measure 6.6-2.</p>			

In addition, the project applicant has agreed to the following

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

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<u>c. The project applicant shall mitigate for impacts to open space by providing mitigation land in the amounts specified in the Greenbriar Open Space, Species and Agriculture Project Impacts and Mitigation chart attached to the Mitigation Monitoring and Reporting Program, approved by the City Council along with these findings. The acreages shown in the Mitigation chart shall control.</u>				
	<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</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>City of Sacramento Development Services Department</i>
	<b>6.12 Biological Resources</b>	<b>6.12-1: (City of Sacramento and LAFCo)</b> 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	<i>a, b. Prepare an HCP and obtain appropriate authorization for incidental take of giant garter snake from USFWS and DFG</i>	<i>a, b. Prior to issuance of any grading permit</i> <i>a, b. 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
not compromise the effectiveness of the NBHCP.				
b. The conservation strategy shall include habitat preservation and restoration consistent with the NBHCP's strategy of establishing an interconnected preserve system composed of marshlands, uplands, and rice fields in the Natomas Basin. Key elements of the giant garter snake conservation shall include on-site/off-site habitat preservation, restoration, and creation, and on-site avoidance and minimization measures. The conservation strategy that would ultimately be implemented as mitigation would be developed through consultation with DFG and USFWS as part of the permitting process. Refinements may occur through the USFWS/DFG consultation process, to the extent that the NBHCP regional conservation strategy is advanced.	b(1)(a). Protect and manage approximately 30.6 acres along Lone Tree Canal as giant garter snake habitat and prepare annual monitoring reports for compliance and biological effectiveness monitoring within six months of completion of monitoring for any given year	b(1)(a). Project applicant	b(1)(a). Prior to issuance of any grading permits and within six months of completion of habitat	
1. <i>Habitat Creation, Preservation, and Management in the Lone Tree Canal Linear Open Space/Buffer Area</i>	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.	b(1)(b-d). Design all new	b(1)(b-d) Project	b(1)(b-d) Prior to b(1)(b-d) City of
b. To ensure that the project does not diminish giant garter snake				

**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>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>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.</p> <p>d. Aquatic habitat shall be maintained throughout the giant garter snake active season in Lone Tree Canal, in perpetuity. This is the legal responsibility and obligation of Metro Air Park property owners (MAP). The MAP HCP includes provisions for maintaining water in the canal such that the basic habitat requirements of the giant garter snake are met. The MAP HCP also provides a road map, through "Changed Circumstances", to address procedures to follow if water is not being maintained in the canal to meet these requirements. As described in the MAP HCP, the MAP is legally obligated to assure these requirements are met, and financial and procedural mechanisms are included in the MAP HCP to enforce this. It is, therefore, assumed that MAP will provide water to Lone Tree Canal, as required by the MAP HCP and ITP, in perpetuity. It is also assumed that USFWS will use all reasonable means available to it, to enforce this MAP HCP requirement. If water is not provided to Lone Tree Canal by the MAP to meet the habitat requirements of giant garter snake, as required by the MAP HCP, and USFWS</p>	<p><i>road crossings of Lone Tree Canal to minimize obstacles to giant garter snake movement!</i></p> <p><i>applicant</i></p>	<p><i>final map approval</i></p>	<p><i>Sacramento Development Services Department and Sacramento LAFCo</i></p>	

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

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>exhausts its enforcement responsibilities, the project applicant shall assume the responsibility of providing suitable giant garter snake aquatic habitat throughout the section of Lone Tree Canal protected by the fence and conservation easement. However, as stated herein, the project applicant shall only assume this responsibility if it has been sufficiently demonstrated to the City that USFWS has exhausted all reasonable means to compel MAP to comply with the relevant conditions of the MAP ITP.</p> <p>Specific requirements related to ensuring suitable aquatic habitat in Lone Tree Canal is present, in perpetuity, throughout the giant garter snake active season shall be developed through consultation with DFG and USFWS, and included in the new or amended HCP for Greenbriar, and may include mechanisms, such as installation of a well, to assure water is provided in the canal to meet habitat requirements.</p> <p>e. A barrier shall be installed between the giant garter snake habitat linear open space/buffer area and the adjacent Greenbriar development to ensure that giant garter snakes do not enter the development area, and to prohibit humans and pets from entering the giant garter snake habitat. The design of this barrier shall be subject to USFWS and CDFG review and approval. The entire length of the barrier, which shall be bordered by yards rather than roadways, shall be maintained on the preserve side by a nonprofit land trust to ensure that vegetation or debris does not accumulate near the barrier and provide opportunities for wildlife and pets to climb over the barrier. On the development side, Covenants, Codes and Restrictions (CCRs) shall prohibit accumulation of vegetation or debris adjacent to the barrier. Chain link fencing shall be placed at both ends of the corridor, with locked gates permitting entry only by RD 1000 and NMWD for channel maintenance, and by the preserve manager for habitat monitoring and maintenance purposes.</p> <p>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</p>	<p>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</p> <p>b(1)(f) Consult with USFWS and DFG to develop specific requirements of the giant</p>	<p>b(1)(e) Project applicant</p> <p>b(1)(f) Project applicant</p>	<p>b(1)(e) Prior to final map approval</p> <p>b(1)(f) Prior to final map approval</p>	<p>b(1)(e) City of Sacramento Development Services Department and Sacramento LAFCo</p> <p>b(1)(f) City of Sacramento Development Program</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>
and USFWS consider to be equally or more effective:				
► Adequate height and below-ground depth to prevent snakes or burrowing mammals from providing a through-route for snakes by establishing burrows from one side to the other crossing;	garter snake barrier	Services Department and Sacramento LAFCo		
► Constructed using extruded concrete or block construction extending a minimum of 36-inches above ground level;				
► Maintenance to repair the barrier and to prevent the establishment of vegetation or collection of debris that could provide snakes with a climbing surface allowing them to breach the barrier;				
► A cap or lip extending at least two-inches beyond the barrier's vertical edge to prevent snakes from gaining access along the barrier's top edge; and				
► Signage to discourage humans and their pets from entering the area.				
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.	b(1)(g) Establish a conservation easement for the Lone Tree Canal linear open space/buffer area in perpetuity	b(1)(g) Project applicant	b(1)(g) Prior to final map approval	b(1)(g) City of Sacramento Development Services Department and Sacramento LAFCo
2. <i>Off-site Habitat Preservation, Restoration, and Creation</i>				
a. The project applicant shall preserve, restore, and manage/dedicate giant garter snake habitat to The Natomas Basin Conservancy (TNBC) 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. The project applicant shall dedicate 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	b(2)(a-b) Preserve, restore, and manage garter snake habitat at the Spangler and Natomas 130 sites	b(2)(a-b) Project applicant	b(2)(a-b) Prior to issuance of any grading permits	b(2)(a-b) City of Sacramento Development Services Department and Sacramento LAFCo

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

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>(“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. After acquisition and dedication, TNBC would choose appropriate land within its land pool for creating the project’s required acreage of managed marsh and upland habitat.</p> <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 <u>194.2042</u> acres of managed marsh, including <u>559.52</u> acres of upland habitat, shall be created and preserved for giant garter snake on the Spangler Site. The <u>55.259.5</u> acres of upland habitat shall also serve as mitigation for impacts to Swainson’s hawk described under Impact 6.12-2. To further reduce impacts to Swainson’s hawk, a minimum <u>45.4</u> acres of high-quality Swainson’s hawk foraging habitat (e.g., alfalfa) shall be created and managed on the Spangler Site, as further discussed below.</p> <p>The North Natomas 130 Site is adjacent to the Natomas Basin Conservancy’s Cummings preserve to the south, Fisherman’s Lake to the east, rice land to the north, and the Sacramento River to the west. Because it is surrounded by compatible land uses and habitat expected to persist in the future, this site has long-term conservation value. 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 <u>14.2</u> acres of managed</p>				

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

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
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.				<i>b(3)(a) City of Sacramento Development Services Department and Sacramento LAFCo</i>
b. The off-site conservation lands shall be restored with giant garter snake habitat consisting of a mosaic of habitat types with variations in topography and an abundance of edges within and between habitat types. The managed marsh shall consist of seasonal marsh with shallow and deep water configurations, permanent marsh, and upland habitats in the form of buffers, islands, and other high-ground habitats scattered throughout the marsh's wetland component. A significant portion of the upland 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) Construction contractor</i>	<i>b(3)(a) During construction activities</i>	<i>b(3)(a) City of Sacramento Development Services Department and Sacramento LAFCo</i>
<b>3. On-site Avoidance and Minimization Measures</b> 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:	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 October 1-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			

**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>
vulnerable to disturbance. If grading cannot be scheduled between May 1 and October 1, 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.	b(3)(b) Survey the construction area for giant garter snakes	b(3)(b) Project applicant	b(3)(b) 24 hours prior to any construction activities	b(3)(b) City of Sacramento Development Services Department and Sacramento LAFCo
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.	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	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
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)(d) Avoid construction activity within the approximately 250-foot Lone Tree Canal linear open space/buffer area	Construction contractor	b(3)(d) During construction activities	b(3)(d) 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	b(3)(e) Confine clearing and	b(3)(e)	b(3)(e) During	b(3)(e) City of

**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>
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.	<i>grading to the minimum area necessary to facilitate construction activities as determined by a qualified biologist</i>	<i>Construction contractor</i>	<i>construction activities</i>	<i>Sacramento Development Services Department and Sacramento LAFCo</i>
e. Clearing and grading shall be confined to the minimum area necessary to facilitate construction activities as determined by a qualified biologist. Habitat that will be avoided shall be cordoned off, clearly flagged, and designated as an “Environmentally Sensitive Area” by a qualified biologist. An exclusion fence shall be erected between the development area and the Lone Tree Canal linear open space/buffer area prior to and during construction to prevent giant garter snake entry into the construction zone. The fence shall be erected prior to the 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.	<i>b(3)(f) Provide worker environmental awareness training to all construction personnel</i>	<i>Construction contractor</i>	<i>b(3)(f) Prior to any construction activities</i>	<i>b(3)(f) City of Sacramento Development Services Department and Sacramento LAFCo</i>
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.	<i>b(3)(g) Have biological monitor present during grading activities within 200 feet of aquatic giant garter snake habitat</i>	<i>Construction contractor</i>	<i>b(3)(g) During grading activities</i>	<i>b(3)(g) City of Sacramento Development Services Department and Sacramento LAFCo</i>
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				

**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>
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(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
h. Upon completion of construction activities, construction debris shall be completely removed from the site. If this material is situated near existing giant garter snake aquatic habitat, it shall be inspected by a qualified biologist prior to removal to assure that giant garter snakes are not using it for hibernaculae or temporary refuge.	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
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.				

In addition, the project applicant has agreed to the following mitigation measure:

- c. The project applicant shall mitigate for impacts to species habitat by providing mitigation land in the amounts specified in the Greenbriar Open Space, Species and Agriculture: Project Impacts and Mitigation chart attached to the Mitigation Monitoring and Reporting Program, approved by the City Council along with these

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

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<b>findings. The acreages shown in the Mitigation chart shall control.</b>				
<b>6.12-2: (City of Sacramento and LAFCo)</b>	<p>a. The project applicant shall implement Mitigation Measure 6.12-1. The project shall include a conservation strategy which shall be designed to include avoidance, minimization and compensation measures that are adequate to assure that the proposed project shall not compromise the effectiveness of the NBHCP. Implementation of this mitigation measure would require preservation of 27.9 acres of on-site managed grassland within the Lone Tree Canal linear open space/buffer area, which would provide low-quality Swainson's hawk foraging habitat, and would require off-site habitat at several locations Off-site mitigation for impacts to Swainson's hawk foraging habitat on the Spangler Site would include creation and management of 55.2 acres of upland habitat that would provide moderate-quality foraging habitat, and creation and management of 45.4 acres of high-quality foraging habitat. Off-site mitigation on the North Natomas 130 Site would include creation and preservation of 4.3 acres of moderate-quality foraging habitat and 14.2 acres of high-quality foraging habitat. Off-site mitigation at the North Natomas 130 site also includes creation and preservation of 1.9 acres of riparian habitat that could provide potential nesting sites for Swainson's hawks.</p> <p>In addition to creation and management of foraging habitat provided by Mitigation Measure 6.12-1, the project applicant shall acquire a minimum of 49 acres of land enhanced and managed to provide high-quality foraging habitat so that the cumulative value of on-site and off-site habitat is of equal or greater value to Swainson's hawk than that lost through project development. Swainson's hawk habitat acquired off-site shall either be located within 1 mile of the Swainson's hawk zone or an existing TNBC reserve, or, with USFWS and DFG concurrence, within two miles of more than one active Swainson's hawk nests.</p> <p>Thus, in total, 27.9 acres of low-quality, 59.5 acres of moderate-quality, 108.6 acres (including the additional 49 acres referenced above) of high-quality, and 1.9 acres of potential nesting habitat would be provided as mitigation for the loss of approximately 546</p>	<p>a. <i>Implements Mitigation Measure 6.12-1 and acquire at a minimum, 49 acres to provide high-quality foraging habitat and receive USFWS and DFG approval for off-site mitigation lands</i></p>	<p>a. <i>Prior to issuance of any grading permits</i></p>	<p>a. City of Sacramento Development Services Department and LAFCo</p>

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

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>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>b(1). Conduct pre-construction surveys for Swainson's hawk and other raptors</p> <p>b(1). Project applicant</p> <p>b(1). No more than 14 days prior to commencement of construction activities</p> <p>b(1). City of Sacramento Development Services Department and Sacramento LAFCo</p>	<p>b(1). Conduct pre-construction surveys for Swainson's hawk and other raptors</p> <p>b(1). Project applicant</p> <p>b(1). No more than 14 days prior to commencement of construction activities</p> <p>b(1). City of Sacramento Development Services Department and Sacramento LAFCo</p>	<p>b(1). City of Sacramento Development Services Department and Sacramento LAFCo</p>	<p>b(2). Prior to and during construction activities</p> <p>b(2). Project applicant</p> <p>b(2). If an occupied nest is found, prevent disturbances within <math>\frac{1}{2}</math> mile of nest until the nest is no longer occupied</p>	<p>b(2). Prior to and during construction activities</p> <p>b(2). Project applicant</p> <p>b(2). If an occupied nest is found, prevent disturbances within <math>\frac{1}{2}</math> mile of nest until the nest is no longer occupied</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>
implementation of this measure shall be based on specific information at the project site.				
<b>In addition, the project applicant has agreed to the following mitigation measure:</b>				
c. <u>The project applicant shall mitigate for impacts to species habitat by providing mitigation land in the amounts specified in the Greenbriar Open Space, Species and Agriculture: Project Impacts and Mitigation chart attached to the Mitigation Monitoring and Reporting Program, approved by the City Council along with these findings. The acreages shown in the Mitigation chart shall control.</u>	a. See 6.12-1 above  b. Obtain a verified wetland delineation from USACE	a. See 6.12-1 above  b. Project applicant	a. See 6.12-1 above  b. Prior to project approval	a. See 6.12-1 above  b. City of Sacramento Development Services Department and Sacramento LAFCo
6.12-3: (City of Sacramento and LAFCo)				
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.	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.	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 the United States, including wetlands, to each acre filled. The	c. Project applicant  c. Prior to issuance of any grading permits	c. City of Sacramento Development Services Department and Sacramento LAFCo

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

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<p>migration plans shall demonstrate how the USACE criteria for jurisdictional waters will be met through implementation. Wetland mitigation achieved through implementation of Mitigation Measure 6.12-1 can satisfy this mitigation measure if conducted in such a way that it meets both habitat function and the USACE criteria for creation of waters of the United States. The wetland creation section of the habitat mitigation and monitoring plan shall include the following:</p> <ul style="list-style-type: none"> <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> <p>d. The project applicant shall secure the following permits and regulatory approvals, as necessary, and implement all permit conditions before implementation of any construction activities associated with the proposed project:</p> <ol style="list-style-type: none"> <li>1. Authorization for the fill of jurisdictional waters of the United States shall be secured prior to placing any fill in jurisdictional wetlands from the USACE through the CWA Section 404 permitting process. Timing for compliance with the specific conditions of the 404 permit shall be per conditions specified by the USACE as part of permit issuance. It is expected that the project would require an individual permit because wetland impacts would total more than 0.5 acre. In its final stage and once approved by the USACE, this mitigation plan is expected to detail proposed wetland restoration, enhancement, and/or replacement activities that would ensure no net loss of jurisdictional wetlands function and values in the project vicinity. As required by Section 404, approval and implementation of the wetland mitigation and monitoring plan shall ensure no net loss of jurisdictional waters of the United States, including jurisdictional wetlands. Mitigation for impacts</li> </ol>	<p><i>1:1 acres of created water of the United States, including wetlands, to each acre filled</i></p> <p><i>d(1). Secure authorization for the fill of jurisdictional waters of the United States</i></p>	<p><i>d(1). Project applicant</i></p>	<p><i>d(1). Prior to issuance of any grading permits</i></p>	<p><i>d(1). City of Sacramento Development Services Department and Sacramento LAFCo</i></p>

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

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
to isolated wetlands shall be included in the same mitigation plan. All mitigation requirements identified through this process shall be implemented before construction begins in any areas containing wetland features.				
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	d(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	d(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	d(4). City of Sacramento Development Services Department and Sacramento LAFCo
<b>6.12-4: (City of Sacramento and LAFCo)</b>	<i>a. 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</i>	<i>a. Project applicant</i>	<i>a. Prior to ground-disturbing or vegetation-clearing activities</i>	<i>a. City of Sacramento Development Services Department and Sacramento LAFCo</i>

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

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
Surveys shall be conducted following the approved DFG protocol for surveying for special-status plant species.	<p>b. Document findings in letter report and submit to USFWS, DFG, and CNPS, if applicable</p>	<p>b. Project applicant</p>	<p>b. Prior to ground-disturbing or vegetation-clearing activities</p>	<p>b. City of Sacramento Development Services Department and Sacramento LAFCo</p>
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.	<p>c. Consult with the DFG to determine the appropriate mitigation measures for any special-status plant populations that may be affected by the project</p>	<p>c. Project applicant</p>	<p>c. Prior to ground-disturbing or vegetation-clearing activities</p>	<p>c. City of Sacramento Development Services Department and Sacramento LAFCo</p>
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.	<p>a. Conduct focused surveys for burrowing owls</p>	<p>a. Project applicant</p>	<p>a. No more than 30 days prior to commencement of any grading activities</p>	<p>a. City of Sacramento Development Services Department and Sacramento LAFCo</p>
<b>6.12-5: (City of Sacramento and LAFCo)</b>	<p>a. No more than 30 days and no less than 14 day prior to project site grading, a qualified biologist shall conduct focused surveys for burrowing owls in areas of suitable habitat on and within 300 feet of the project site. Surveys shall be conducted in accordance with DFG protocol (DFG 1995).</p>	<p>b. Submit letter report documenting survey methods and findings to DFG if no occupied burrows are found</p>	<p>b. Project applicant</p>	<p>b. Prior to grading activities</p>
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.				<p>b. City of Sacramento Development Services Department and Sacramento LAFCo</p>

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

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
c.	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). The size of the buffer area may be adjusted if a qualified biologist and DFG determine it would not be likely to have adverse effects. No project activity shall commence within the buffer area until a qualified biologist confirms that the burrow is no longer occupied. If the burrow is occupied by a nesting pair, a minimum of 6.5 acres of foraging habitat contiguous to the burrow shall be preserved until the breeding season is over.	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 Department and Sacramento LAFCo
d.	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 (1995). 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
e.	e. If relocation of the owls is approved for the site by DFG, the developer shall hire a qualified biologist to prepare a plan for relocating the owls to a suitable site. The relocation plan must include: (a) the location of the nest and owls proposed for relocation; (b) the location of the proposed relocation-site; (c) the number of owls involved and the time of year when the relocation is proposed to take place; (d) the name and credentials of the biologist who will be retained to supervise the relocation; (e) the proposed method of capture and transport for the owls to the new site; (f) a description of the site preparations at the relocation-site (e.g., enhancement of existing burrows, creation of artificial burrows, one-time or long-term 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	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

**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>
subject to disturbance through one way doors on burrow openings, or construction of artificial burrows in accordance DFG guidelines.				
f. The project applicant shall implement Mitigation Measure 6.12-2 to mitigate for the loss of burrowing owl foraging habitat.	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>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

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

Summary of Measure	Action	Implementing Party	Timing	Monitoring Party
<b>6.12-8: (City of Sacramento and LAFCo)</b> If initiation of site grading is proposed during the loggerhead shrike nesting season (March 1 to July 31), a qualified biologist shall conduct a focused surveys for loggerhead shrikes in areas of suitable habitat on and within 300 feet of the project site. The survey shall be conducted no more than 30 days and no less than 14 days prior to the start of grading. If surveys identify an active loggerhead shrike nest in the survey area, the applicant shall install brightly colored construction fencing that establishes a boundary 100 feet from the active nest. No disturbance associated with the proposed project shall occur within the 100-foot fenced area during the nesting season of March 1 through July 31 or until a qualified biologist has determine that the young have fledged or that the nest is no longer occupied prior to disturbance of the nest site.	<i>Conduct a focused surveys for loggerhead shrikes in areas of suitable habitat on and within 300 feet of the project site, if initiation of site grading is proposed during the loggerhead shrike nesting season (March 1 to July 31)</i>	<i>Project applicant</i>	<i>Prior to grading activities</i>	<i>City of Sacramento Development Services Department and Sacramento LAFCo</i>
<b>6.13 Cultural Resources</b>	<b>6.13-2: (City of Sacramento and LAFCo)</b> 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.	<i>Halt ground-disturbing activities if an inadvertent discovery of cultural materials is made. Notify qualified professional archaeologist</i>	<i>Construction contractor</i>	<i>During construction activities</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>
<b>6.13-3: (City of Sacramento and LAFCo)</b> 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 Native American Heritage Commission 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.	<i>Halt ground-disturbing activities if an inadvertent discovery of human remains is made. Notify City of Sacramento's designated representative</i>	<i>Construction contractor</i>	<i>During construction activities</i>	<i>City of Sacramento Development Services Department and Sacramento LAFCo</i>

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