

## MITIGATION MONITORING AND REPORTING PLAN

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### INTRODUCTION

CEQA requires review of any project that could have significant adverse effects on the environment. CEQA also requires reporting on and monitoring of mitigation measures adopted as part of the environmental review process (Public Resources Code Section 21081.6). This MMRP is designed to aid the City of Sacramento in its implementation and monitoring of measures adopted from the Railyards Specific Plan Draft EIR.

The mitigation measures are taken from the Railyards Specific Plan EIR. Mitigation measures in this MMRP are assigned the same number they had in the Draft EIR, as revised in the Final EIR. The MMRP is presented in table format and it describes the actions that must take place to implement each mitigation measure, the timing of those actions, the entities responsible for implementing and monitoring the actions, and verification of compliance.

### MMRP COMPONENTS

The components of the MMRP table are summarized below.

Mitigation Measure: All mitigation measures identified in the Railyards EIR are presented, and numbered as they appear in the Draft EIR. Any change to the text of a mitigation measure presented in Chapter 2, Changes to the Draft EIR, of this Final EIR is included in this MMRP.

Action: Identifies the action that must be completed in order for the mitigation measure to be considered implemented. For every mitigation measure, one or more action is described.

Implementing Party: Identifies the entity that will be responsible for implementing the action.

Timing: Each action must take place prior to the time at which a threshold could be exceeded. Implementation of the action must occur prior to or during some part of approval, project design or construction or on an ongoing basis. The timing for each measure is identified.

Monitoring Party: Identifies the entity that will be responsible for monitoring implementation of the required action. The City of Sacramento is responsible for ensuring that most mitigation measures are successfully implemented. Within the City, a number of departments and divisions will have responsibility for monitoring some aspect of the overall project. Occasionally, monitoring parties outside the City are identified; these parties are referred to as "Responsible Agencies" by CEQA.

Verification of Compliance: Identifies verification of compliance for each identified mitigation measure.

<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
<b>6.1 Air Quality</b>					
6.1-1	The following measures are required by the SMAQMD for level one mitigation, and shall be implemented during grading at all project sites:				
a)	Water all soil with sufficient frequency as to maintain soil moistness.	Verify that exposed soils are moist	Project Applicant and/or contractor	Daily, ongoing during construction.	Development Services.
b)	Maintain two feet of freeboard space on haul trucks.	Verify two feet of freeboard space on haul trucks.	Project Applicant and/or contractor	Daily, ongoing during construction.	Development Services.
In addition, the following measures shall be implemented to further reduce the PM <sub>10</sub> impact during construction activity:					
c)	All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. (The use of dry brushes is expressly prohibited except where preceded or accompanied by sufficient water or chemical stabilizer/suppressant.)	Verify the removal of accumulated mud and dirt from public streets.	Project Applicant and/or contractor	Daily, ongoing during construction.	Development Services.
d)	Wheel washers for all exiting trucks shall be installed, or all trucks and equipment leaving the site shall be washed off.	Verify that trucks and wheels are washed prior to leaving the site.	Project Applicant and/or contractor	Daily, ongoing during construction.	Development Services.
e)	Excavation and grading activity shall be suspended when winds exceed 20 mph.	Verify that grading activities are halted during when windy.	Project Applicant and/or contractor	Daily, ongoing during construction.	Development Services.
f)	During clearing, grading, earth-moving, or excavation operations, fugitive dust emissions shall be controlled by watering exposed surfaces two times per day, watering haul roads three times per day or paving of construction roads, or dust-preventative measures. All onsite unpaved roads and offsite unpaved access roads shall be effectively stabilized of dust emissions using water or a chemical stabilizer or suppressant.	Verify that watering occurs twice a day.	Project Applicant and/or contractor	Daily, ongoing during construction.	Development Services.
g)	Onsite vehicle speeds on unpaved roads shall be limited to 15 mph.	Verify that speed limit is observed.	Project Applicant and/or contractor	Daily, ongoing during construction.	Development Services.
6.1-2	The following measures shall be incorporated into construction contracts and included on all construction plans:				

<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
a) The project shall provide a plan, for approval by the lead agency and the SMAQMD, demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, would achieve a project wide fleet-average 20% NO <sub>x</sub> reduction and 45% particulate reduction compared to the most recent CARB fleet average at time of construction. The SMAQMD shall make the final decision on the emission control technologies to be used by the project construction equipment; however, acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.	Verify that construction bid documents include required measures to minimize ozone precursor emissions.	Project Applicant.	Prior to issuance of grading permits or building permits.	Development Services.	
b) The project applicant and/or contractor shall submit to SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that shall be used an aggregate of 40 or more hours during any phase of the construction project. The inventory shall include the horsepower rating, engine production year, projected hours of use or fuel throughput for each piece of equipment, and its compliance status with respect to CARB emission reduction regulations for off-road diesel equipment. 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 activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project applicant and/or contractor shall provide SMAQMD with the anticipated construction timeline, including start date and name and phone number of the project manager and on-site foreman.	Verify that an off-road construction equipment inventory is submitted to the SMAQMD.	Project Applicant and/or contractor.	Prior to construction activities. Monthly reports ongoing during construction.	Development Services.	

<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
c) The project applicant and/or contractor shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40% opacity (or Ringelmann 2.0) shall be repaired immediately and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly by contractor personnel certified to perform opacity readings, and a monthly summary of the visual survey results shall be submitted to the SMAQMD throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey.	Verify that visual surveys of all in-operation equipment are completed weekly by certified personnel and that a monthly summary report is submitted to the SMAQMD.	Project Applicant and/or contractor.	Weekly surveys and monthly reports ongoing during construction.	Development Services.	
d) Limit vehicle idling time to five minutes or less.	Verify that all construction equipment does not idle for longer than 5 minutes.	Project Applicant and/or contractor.	Daily, ongoing during construction.	Development Services.	
e) The project applicant shall pay into the SMAQMD's construction mitigation fund to offset construction-generated emissions of NO <sub>x</sub> that exceed SMAQMD's daily emission threshold of 85 lbs/day. The project applicant shall coordinate with the SMAQMD for payment of fees into the Heavy-Duty Low-Emission Vehicle Program designed to reduce construction related emissions within the region. Fees shall be paid based upon the applicable current SMAQMD Fee. The applicant shall keep track of actual equipment use and their NO <sub>x</sub> emissions so that mitigation fees can be adjusted accordingly for payment to the SMAQMD.	Verify SMAQMD's construction mitigation fund fees have been paid.	Project Applicant.	Prior to issuance of grading permit/building permit.	Development Services.	
f) Construction equipment shall be kept in optimum running condition at all times.	Verify that construction equipment is kept in optimum running condition.	Project Applicant and/or contractor.	Daily, ongoing during construction.	Development Services.	
g) When appropriate, use alternative fueled (such as aqueous diesel fuel) or catalyist equipped diesel construction equipment.	Verify that alternative is used when appropriate.	Project Applicant and/or contractor.	Daily, ongoing during construction.	Development Services.	

<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
h) When appropriate, replace fossil-fueled equipment with electrically driven equivalents (provided they are not run via a portable generator set).	Verify that electrical equipment replaces fossil-fueled equipment when appropriate.	Project Applicant and/or contractor.	Daily, ongoing during construction.	Development Services.	
6.1-3 The project applicant shall implement the emission reduction strategies contained in the Railyards Air Quality Mitigation Plan. The AQMP shall be endorsed by the SMAQMD prior to the first building permit. Documentation confirming implementation of the Air Quality Management Plan shall be provided to the SMAQMD and the City of Sacramento prior to issuance of occupancy permits.	Verify that emission reduction strategies contained in the endorsed Railyards Air Quality Mitigation Plan are implemented.	Project Applicant.	Prior to issuing occupancy permits.	Development Services/Public Works.	
6.1-7 During design review for buildings over 100 feet in height, the applicant shall demonstrate that ground-level winds would not exceed 35 miles per hour as the result of the building design. If necessary to determine the potential ground-level wind speeds, wind-tunnel testing will be conducted.	Demonstrate that ground-level winds do not exceed 35 miles per hour due to building design based on building plan review by qualified meteorologist and by wind-tunnel testing if necessary.	Project Applicant.	During design review of buildings over 100 feet in height..	Development Services/Design Review Board.	
6.1-8 Implement Mitigation Measures 6.1-2 (a) through (e).	See MM 6.1-2 (a) through (e).	See MM 6.1-2 (a) through (e).	See MM 6.1-2 (a) through (e).	See MM 6.1-2 (a) through (e).	
6.1-9 Implement Mitigation Measures 6.1-3.	See MM 6.1-3.	See MM 6.1-3.	See MM 6.1-3.	See MM 6.1-3.	
6.1-10 Implement Mitigation Measures 6.1-1(a) through (g).	See MM 6.1-1 (a) through (g).	See MM 6.1-1 (a) through (g).	See MM 6.1-1 (a) through (g).	See MM 6.1-1 (a) through (g).	

<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
<b>6.2 Biological Resources</b>					
6.2-2 a) Nesting Swainson's Hawk Habitat: If construction occurs during the breeding season (February 1-August 31), the project applicant shall conduct CDFG-recommended protocol-level surveys prior to construction as required by the Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley or as required by the CDFG in the future. If active nests are found in the construction area, mitigation measures consistent with the Staff Report Regarding Mitigation for Impacts to Swainson's Hawks ( <i>Buteo swainsoni</i> ) in the Central Valley of California shall be incorporated in the following manner or as directed by CDFG:  1) If an active nest is found no intensive new disturbances (e.g., heavy equipment operation associated with construction, use of cranes or draglines, new rock crushing activities) or other project-related activities that may cause nest abandonment or forced fledging, can be initiated within 200 yards (buffer zone) of an active nest between March 1 and September 15. The size of the buffer area may be adjusted if a qualified biologist and CDFG determine it would not be likely to have adverse effects on the hawks. No project activity shall commence within the buffer area until a qualified biologist confirms that the nest is no longer active.  2) Nest trees shall not be removed unless there is no feasible way of avoiding removal of the tree. If a nest tree must be removed, a Management Authorization (including conditions to offset the loss of the nest tree) must be obtained from CDFG with the tree removal period specified in the management Authorization, generally between October 1 and February 1.  3) If construction or other project-related activities that may cause nest abandonment or forced fledging are necessary within the buffer zone, monitoring of the nest site (funded by the project proponent) by a qualified biologist will be required to determine if the nest is abandoned. If the nest is abandoned and if the nestlings are still alive, the project proponent shall fund the recovery and hacking (controlled release of captive reared young) of the nestling(s).  4) Routine disturbances, such as routine maintenance activities within 0.25 mile of an active nest, shall not be prohibited.	Verify that a qualified biologist has conducted pre-construction surveys for the presence of Swainson's hawk. If nests are present, verify appropriate measures are included in construction contracts to protect nesting raptors.	Project Applicant.	Prior to issuing of demolition or grading permits every calendar year that construction occurs and ongoing during construction.	Development Services/Public Works/CDFG.	

<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
b) Nesting habitat for other protected or sensitive avian species: 1) Vegetation removal and construction shall occur after between September 1 and January 31 whenever feasible. 2) Prior to any construction or vegetation removal between February 1 and August 31, a nesting survey shall be conducted by a qualified biologist of all habitat within 500 feet of the construction area. Surveys shall be conducted no less than 14 days and no more than 30 days prior to commencement of construction activities and surveys will be conducted in accordance with CDFG protocol as applicable. If no active nests are identified on or within 500 feet of the construction site, no further mitigation is necessary. This survey can be carried out concurrently with surveys for other species provided it does not conflict with any established survey protocols. A copy of the pre-construction survey shall be submitted to the City of Sacramento. If an active nest of a sensitive species is identified onsite (per established thresholds), specific mitigation measures shall be developed in consultation with CDFG and USFWS. At a minimum, these measures shall include a 500-foot no-work buffer that shall be maintained between the nest and construction activity until CDFG and/or USFWS approves of any other mitigation measures. 3) Completion of the nesting cycle shall be determined by qualified ornithologist or biologist.	Verify that a qualified biologist has conducted a nesting survey for protected or sensitive species and submitted the survey to the City of Sacramento.	Project Applicant.	Prior to issuing demolition or grading permits every calendar year that such activities occur.	Development Services/ CDFG/ USFWS.	
c) Burrowing Owl Nesting Habitat: 1) Prior to construction activity, focused pre-construction surveys shall be conducted for burrowing owls where suitable habitat is present within the construction areas. Surveys shall be conducted no less than 14 days and no more than 30 days prior to commencement of construction activities and surveys shall be conducted in accordance with CDFG burrowing owl survey protocol.	Verify that a qualified biologist has conducted a pre-construction survey for burrowing owls. If present, verify appropriate measures have been incorporated in construction contracts to protect owls.	Project Applicant.	Prior to issuing demolition, grading, or building permits every calendar year that such activities occur.	Development Services/ CDFG/ USFWS.	

<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
<p>2) If unoccupied burrows are found during the non-breeding season, the project applicant may collapse the unoccupied burrows, or otherwise obstruct their entrances to prevent owls from entering and nesting in the burrows. This measure would prevent inadvertent impacts during construction activities.</p> <p>3) If no occupied burrows are found in the survey area, a letter report documenting survey methods and findings shall be submitted to the City and CDFG, and no further mitigation is necessary.</p> <p>If occupied burrows are found, impacts on the burrows shall be avoided by providing a buffer of 165 feet during the non-breeding season (September 1 through January 31) or 250 feet during the breeding season (February 1 through August 31). The size of the buffer area may be adjusted if a qualified biologist and CDFG determine it would not be likely to have adverse effects on the owls. 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 7.5 acres of foraging habitat contiguous to the burrow shall be maintained until the breeding season is over.</p> <p>4) If impacts on occupied burrows are unavoidable, onsite passive relocation techniques approved by CDFG shall be used to encourage owls to move to alternative burrows outside of the impact area. However, no occupied burrows shall be disturbed during the nesting season unless a qualified biologist verifies through non-invasive methods that juveniles from the occupied burrows are foraging independently and are capable of independent survival. Mitigation for foraging habitat for relocated pairs shall follow guidelines provided in the California Burrowing Owl Consortium's April 1995 Burrowing Owl Survey Protocol and Mitigation Guidelines,<sup>1</sup> which ranges from 7.5 to 19.5 acres per pair.</p>					
<p>6.2-3 To avoid, minimize, or compensate for potential impacts to protected and sensitive riverine species and critical habitat, and prevent any take of winter-run Chinook in the Specific Plan Area the following actions shall be undertaken by the project applicant.</p>					

<sup>1</sup> California Department of Fish and Game, 1995. Staff report on burrowing owl mitigation, Sacramento, CA..

<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
a) Unless prior approval is granted by the National Marine Fisheries Service, USFWS, and/or CDFG, (as applicable) in-water work shall be restricted to the July 1 to October 15 period to avoid construction impacts to winter-run and spring-run Chinook salmon.	Do not undertake construction activities in the river from July 1 to October 15.	Project Applicant.	Ongoing every year during construction from July 1 to October 15.	Development Services/ CDFG/ USFWS/ NMFS	
b) Project-related impacts to riparian vegetation shall be minimized by replacing lost vegetation onsite at a minimum ratio of 1:1, along the Sacramento River, if feasible. Mitigation and/or restoration plans for all habitats that require revegetation, habitat creation, restoration, and enhancement shall be approved by the regulatory agencies, as appropriate, and shall include construction specifications; irrigation schedules; planting palettes (showing container stock/box plantings, cutting specifications, and seed mixes); monitoring, maintenance, and remediation schedules; and success criteria, assurances and contingency measures. Revegetation specifications, species composition and density shall be developed by an experienced restoration ecologist. The restoration sites shall be evaluated to ensure that required revegetation has been performed in areas where temporary construction has been completed. A report documenting restoration efforts shall be submitted by the applicant to the City and applicable regulatory agencies. If necessary, remedial revegetation should occur during the same rainy season that the remedial recommendation is made. Restoration sites shall be monitored by qualified restoration ecologists for three to five years, or until success criteria are achieved. Restoration plans shall be included in the final construction documents. Grading and revegetation activities shall comply with applicable regulations and mitigation measures identified in this EIR pertaining to dust, air emissions, noise, water quality and other potential environmental effects.	Verify that appropriate vegetation restoration measures are implemented and that the applicant has entered into a contract for 3 to 5 years of monitoring by a qualified ecologist.	Project Applicant.	Prior to any activity in the river.	Development Services.	

**RAILYARDS PROJECT**

**MITIGATION MONITORING AND REPORTING PLAN**

Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
<p>c) The project applicant shall plant riparian vegetation and install biotechnical features, such as brush piles, logs, and rootwads, to replace habitat impacted by construction of the outfall structure. These structures shall compensate for potential impacts associated with increased predation around the new structure. Specific measures shall include elements that contribute to nearshore cover in the immediate vicinity of the structure to increase the potential for juvenile fish while discouraging occupancy of the same structures by predaceous species. The precise amount and relative value of affected riparian and cover habitat would be determined during project-level analysis of proposed activities.</p>	<p>Verify that habitat affected by construction of the outfall is restored as indicated.</p>	<p>Project Applicant.</p>	<p>Upon completion of construction.</p>	<p>Development Services.</p>	
<p>d) Because design of the outfall is conceptual it is unknown what the specific final design would be, if dredging will be required, or if permanent impacts to designated critical habitat would occur that could result in adverse effects to listed species. If the final design does result in permanent impacts to the river, and regulatory agencies determine this to result in adverse effects to listed species, the area of river-bottom permanently removed by the project shall be calculated and compensated at a minimum 1:1 ratio, or as required by permitting agencies. Mitigation would occur through creation, restoration, enhancement, and/or preservation of this habitat within an approved off-site location and/or mitigation bank at a ratio to be negotiated with the regulatory agencies. Mitigation banking would involve using mitigation credits from mitigation banks approved by the regulatory agencies (i.e., Kimball Island Mitigation Bank or alike). Final mitigation ratios and locations are to be negotiated with the regulatory agencies prior to riverbed disturbing activities and detailed mitigation requirements will be identified in the final regulatory agency permits.</p>	<p>Verify that compensation for river bottom disturbance has been achieved, to the extent warranted, including preparation of a Habitat Management Plan.</p>	<p>Project Applicant.</p>	<p>Prior to construction of outfall.</p>	<p>Development Services/CDFG/USFWS/NMFS.</p>	

<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
<p>Created, restored, or enhanced mitigation habitat will be conserved and managed per the regulatory agencies' permit requirements. For created, restored, or enhanced mitigation habitat the City will prepare a Riverbed Habitat Management Plan in coordination with, as applicable, the NMFS, USFWS and/or CDFG. Prior to commencing any activities that would impact riverbed critical habitat, the Habitat Management Plan will be approved by the applicable regulatory agencies and shall include, at a minimum; monitoring, maintenance, and remediation schedules; and success criteria, and assurances and contingency measures to ensure the viability of the mitigation areas. The Habitat Management Plan will, if required by permits, also place all acquired in permanent conservation easements, or other forms of protection to ensure the long-term protection of their biological resources. These long-term management plans and funding mechanisms will be reviewed and agreed to by the applicable regulatory agencies that have regulatory authority over the biological resources being mitigated; the terms will be based on reasonable management requirements designed to ensure the long-term biological resource viability at each mitigation site. If the off-site mitigation areas purchased are covered by an approved management program, the City will abide by the conditions of that program.</p> <p>e) The project applicant shall require all contractors to develop Spill Prevention Plans (SPP) and Storm Water Pollution Prevention Plans (SWPPP). These plans shall contain BMPs to be implemented to minimize the risk of sedimentation, turbidity, and hazardous material spills. Applicable BMPs shall include permanent and temporary erosion control measures, including the use of straw bales, mulch or wattles, silt fences, filter fabric, spill remediation material such as absorbent booms, proper staging of fuel, out of channel equipment maintenance, and ultimately seeding and revegetating. Preventing contaminants from entering the river during construction and operation of the facilities would protect water quality and the instream aquatic species.</p>	<p>Verify that SPPs and SWPPPs have been prepared and compliance is a condition of construction contracts.</p>	<p>Project Applicant and contractor.</p>	<p>Prior to issuing grading and building permits.</p>	<p>Development Services.</p>	

RAILYARDS PROJECT					
MITIGATION MONITORING AND REPORTING PLAN					
Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
f) The project shall adhere to current (e.g., those applicable at the time of construction) Regional Water Quality Control Board (Regional Board) water quality objectives for the Sacramento River Basin. These objectives currently require that project discharge cannot exceed 1 Nephelometric Turbidity Unit (NTU) when natural turbidity is between 0 and 5 NTUs, 20 percent of natural turbidity levels when natural turbidity is between 5 and 50 NTUs, 10 NTUs when natural turbidity is between 50 and 100 NTUs, or 10 percent when natural turbidity is greater than 100 NTUs. NTUs are an indicator of the amount of light that is scattered and absorbed by suspended particles. A biological monitor shall supervise construction activities when ground-disturbing and/or construction activities occur below the top of the bank of the Sacramento River (e.g., in-channel work) and if objectives are exceeded, in-water construction shall stop until objectives can be met.	Verify that a biological monitor supervises ground-disturbing and construction activities below the top of the bank of the Sacramento River.	Project Applicant.	Ongoing during construction.	Development Services/Regional Board.	
g) Implement Mitigation Measures 6.6-1 and 6.6-5.	See MMs 6.6-1 and 6.6-5.	See MMs 6.6-1 and 6.6-5.	See MMs 6.6-1 and 6.6-5.	See MMs 6.6-1 and 6.6-5.	
6.2-6 Prior to construction within 100 feet of the I-5 and I Street Bridge, the project applicant shall conduct a pre-construction survey during the time when bats would be expected to be present and active to determine the presence of roosting bats. This survey shall be conducted by a wildlife biologist qualified to identify the species of bats using these roosts. If no special status species bats are roosting, then no further mitigation is required.  If special status bat species, e.g. roosting bats, are present, prior to construction within 100 feet of the I-5 and I Street Bridge, the project proponent shall provide for a replacement roosting facility in the form of either a bat house or several bat boxes, immediately adjacent to the I-5 and I Street Bridge. The wildlife biologist who conducted the pre-construction surveys shall recommend appropriate bat exclusion devices (i.e., light weight polypropylene netting (<1/6" mesh), plastic sheeting, tube-type excluders, etc.) that shall be installed at the bridge to prevent roosting bats from being on the bridge when demolition or construction occurs, but located such that they would not interfere with nesting purple martins (which shall take priority due to their tendency permanently abandon nesting sites that have been subject to artificial exclusion devices). The exclusion devices can be designed to serve	Verify that a qualified biologist conducts a bat survey and that a letter report confirming absence is submitted to the City of Sacramento.  Verify that proper procedures are followed as outlined in the mitigation measure to ensure if any bats are identified on-site they are removed according to BCI standards.	Project Applicant.  Project Applicant.	Prior to issuing grading or building permits.  Prior to issuing grading or building permits.	Development Services/Public Works.  Development Services/Public Works/CDFG.	

<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
multiple purposes if the exclusion of other species (i.e., purple martins) is also required.					
6.2-7 a) Prior to the realignment of the Union Pacific Railroad tracks and/or removal of the existing overhead utility lines, the following measures shall be implemented to reduce impacts to the purple martins.  1. To offset loss the loss of nesting material gathering site sand and reduce potential predation from feral cats using tall vegetation as ambush points, during railroad track realignment the project applicant shall conduct weed abatement measures (e.g., weed whacking) bi weekly from March 15th to May 15th. The area to be maintained is the area that extends out 600 feet north of the existing railroad, as detailed on Figure 5.5-1. The plant waste shall be left in place from March 15th to May 15th to allow the purple martins to use the "waste" for nest building material. This measure is temporary and shall only occur while the existing railroad tracks are being realigned.  2. To offset the potential impacts from loss of perching wires the project applicant shall erect permanent perching structures, in close proximity to the colony but within the footprint of the project, before the removal of the existing utility lines and poles (wires for perching should be 3/8-3/4 inch in diameter and shall be at least 19.5 feet off the ground. Pole mounted structures could be mounted on light poles or fencing for stability) and should be placed to provide a range of perching options fro nest sites within the full span of the I Street bridge ramp (i.e., near the west side, center, and east side of the east ramp.) So no net loss of perching wire area occurs, the total length of perching wires shall not be less than 110 feet combined. The project footprint, the project applicant shall consult with the California State Railroad Museum as to the possibility of the perches being erected within state lands as well as within the Railyards' site.  3. As identified in Figure 5.5-1, landscaping within 120 feet of the colony shall be planned as to not disrupt the flight access to the colony, small and medium size non fruit-bearing trees shall be incorporated to the landscaping plans. Landscaping plans shall prohibit fruit-bearing trees within 500 feet of the site.	Verify that appropriate measures to prevent nest establishment are implemented. If nest establishment occurs, then verify that a qualified biologist inspects nests prior to removal.	Project Applicant.	Prior to issuing grading or building permits.	Development Services/Public Works/CDFG.	

## RAILYARDS PROJECT

## MITIGATION MONITORING AND REPORTING PLAN

Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
<p>i) Until the proposed open space that is adjacent to the I Street Colony is landscaped as detailed in 6.2-7 (a3), the project applicant shall, from March 15th to May 15th, supply nesting material (straw, pine needles, etc.) in designated areas close to the colony for use by the purple martins while the planted trees and shrubs develop. The areas should be no further than 200 feet from perching wires.</p> <p>4. So long as the I Street Colony is active, landscaping trees adjacent to the purple martin colony shall include pine species (<i>Pinus</i> spp.) or Chinese pistache to provide a permanent source of nesting material. The pine needles, weedy stems, and leaf petioles shall be left in place where they fall and shall not be removed during landscape maintenance from January 1st to May 15th. Areas within the dripline of these trees shall not be planted with shrubs, perennials, or annuals that prevent the birds from being able to land and take off, and from seeing predators while on the ground.</p> <p>b) Although purple martins are tolerant of human activities, if active nests are present no construction shall be conducted within 100 feet of the edge of the purple martin colony (as demarcated by the active nest hole closest to the construction activity) during the beginning of the purple martin breeding season from March 15th to May 15th. The buffer area shall be avoided to prevent destruction or disturbance to the nest(s) until it is no longer active. The size of the buffer area may be adjusted if a qualified biologist experienced with purple martin biology and/or CDFG determine it would not be likely to have adverse effects on the martins. The site characteristics used to determine the size of the modified buffer should include; a) topographic screening; b) distance from disturbance to nest; c) the size and quality of foraging habitat surrounding the nest; and d) sensitivity of the species to nest disturbances to specific construction activities. No project activity shall commence within the buffer area until a qualified biologist experienced with purple martin biology confirms that any nests are no longer active. In addition, no equipment taller than nine feet in height shall be parked or stored beneath the I Street on-ramp within 100 feet of nest holes during the breeding season (April 15 to August 1).</p>	<p>Verify that appropriate buffers around purple martin nests are implemented.</p>	<p>Project Applicant.</p>	<p>Ongoing during construction April 15 to August 15 in proximity to I-5.</p>	<p>Development Services/Public Works/CDFG.</p>	

**RAILYARDS PROJECT**

**MITIGATION MONITORING AND REPORTING PLAN**

Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
<p>6.2-8</p> <p>a) Following final design of the Sacramento River outfall, the loss of riparian habitat shall be quantified by a qualified biologist. In light of the determined loss of Sacramento River riparian habitat, combined with the removal of 0.25 acre remnant riparian habitat in the FOSA, the project applicant shall demonstrate no net loss of sensitive riparian habitat through restoration, creation, enhancement, or preservation at a compensation ratio equivalent to the area lost to project development. This measure may be implemented through the Streambed Alteration Agreement or other regulatory mechanism to the satisfaction of the City.</p> <p>b) The project applicant shall include adequate signage and appropriate fencing along Specific Plan Area boundary adjacent to any sensitive habitats that remain or are created through mitigation. A signage and fencing plan shall be developed with the CDFG but at a minimum "Sensitive habitat" signs shall be installed along the sensitive habitat boundaries every 100 feet. The signs would inform recreationists of the sensitive habitat and species in the area and that unauthorized disturbance would be subject to penalties imposed by the CDFG and USFWS. Fencing shall be designed to allow free movement of wildlife but restrict human movement.</p> <p>c) Implement Mitigation Measure 6.2-3(b).</p>	<p>Demonstrate no net loss of sensitive riparian habitat through restoration, creation, enhancement, and/or preservation.</p> <p>Provide signage and fencing to prevent intrusion into sensitive habitats.</p> <p>See MM 6.2-3 (b).</p>	<p>Project Applicant.</p> <p>Project Applicant.</p> <p>See MM 6.2-3 (b).</p>	<p>Prior to construction of the outfall.</p> <p>Upon completion of the outfall.</p> <p>See MM 6.2-3 (b).</p>	<p>Development Services/Public Works/CDFG.</p> <p>Development Services/Public Works/CDFG.</p> <p>See MM 6.2-3 (b).</p>	
<p>6.2-9</p> <p>a) To avoid degradation of habitat values for wildlife along the river portion of the site automobile headlights that are directed at a 90 degree angle onto the vegetation along the river shall be screened along the western project edge. This may be accomplished at the western foot of Railyards Boulevard and Camille Lane through the placement of a 3'-4' vegetated hedge or other structural methods that would not additionally hinder wildlife movement through the aforementioned riverine riparian vegetation.</p>	<p>Verify that wildlife habitat along the river is shielded from automobile headlights.</p>	<p>Project Applicant.</p>	<p>Prior to occupancy of area between I-5 and the river.</p>	<p>Development Services.</p>	

<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
b) Outdoor lighting within 500 feet of the river shall be of the minimum wattage required for the particular use and shall be directed to the specific location intended for illumination (e.g., roads, walkways, or recreation fields) to prevent stray light spillover onto sensitive habitat.	Verify that outdoor lighting is minimal within 500 feet of the river to prevent light spillover onto sensitive habitat areas.	Project Applicant.	Prior to occupancy of area between I-5 and the river.	Development Services.	
c) All fixtures on elevated light standards west of I-5 within the project boundaries, such as in parking lots or along roadways, shall be shielded to reduce glare.	Verify that light fixtures west of I-5 are shielded.	Project Applicant.	Prior to occupancy of area between I-5 and the river.	Development Services.	
6.2-10 The project applicant shall comply with the City's tree ordinance and implement the following tree-protection measures prior to and during project construction.  To the maximum extent feasible, the project design shall avoid loss of any protected tree. The project applicant shall retain a certified arborist to survey trees in the Specific Plan Area, including potential laydown areas, and identify and evaluate trees that will be removed. If the arborist's survey does not identify any protected trees that would be removed or damaged as a result of the Specific Plan Area, no further mitigation is necessary.  If protected trees (or their canopy) are identified within the affected area, measures shall be taken to avoid impacts on protected trees, as detailed in the City's tree ordinance. Protected trees that are lost as a result of the project will be replaced according to the provisions of the ordinance (Section 12.64.040), which generally requires a 1-inch-diameter replacement for each inch lost. Tree replacement shall occur after project construction and will be monitored by qualified arborists.	Verify that a certified arborist has conducted a tree survey to identify and evaluate trees in the plan area. Demonstrate that, to the maximum extent possible, protected trees have been avoided.  Verify that protected trees removed are replaced consistent with the City's tree ordinance.	Project Applicant.  Project Applicant.	Prior to approval of Design Review.  Prior to grading or building permits.	Development Services/Urban Forests Division  Development Services/Urban Forests Division	

<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
<p>All native oaks greater than 6 inches in diameter at 48 inches above grade that are approved for removal or are critically damaged during construction shall be replaced by a greater number of the same species. At a minimum, one tree shall be planted for each inch in the diameter of the removed tree at 48 inches above grade. The exact size and number of replacement trees shall be determined by the City of Sacramento Urban Forest Services. A qualified biologist shall monitor trees during construction and the following spring and monitor the growth and survival of the newly planted trees. All revegetation plans shall require monitoring the newly transplanted trees for at least 5 years and the replacement of all transplanted trees that die during that period.</p>	<p>Provide a tree mitigation plan to the City and evidence of a contractual agreement with a qualified biologist for monitoring of replacement trees for 5 years.</p>	<p>Project Applicant.</p>	<p>Prior to approval of Design Review.</p>	<p>Development Services/Urban Forests Division</p>	
<b>6.3 Cultural Resources</b>					
<p>6.3-1</p> <p>a) Prior to any ground-disturbing activity in Archaeologically Sensitive Areas (ASAs), a focused Archaeological Testing Plan (ATP) shall be prepared and implemented to determine the presence/absence of archaeological resources and to assess their eligibility to the CRHR. The ATP shall be reviewed and approved by the Preservation Director prior to implementation. A programmatic ATP is provided in Appendix G of this EIR.</p> <p>b) If the testing program identifies CRHR-eligible archaeological resources, an Archaeological Mitigation Plan shall be prepared and implemented.</p> <p>c) With respect to portions of ASAs where ground-disturbing activities would take place but that are not subject to the archaeological test investigation referred to above, a Construction Monitoring Plan shall be prepared and implemented to ensure appropriate identification and treatment of unanticipated archaeological resources, if any are discovered during grading or construction activities.</p>	<p>Verify that an ATP is prepared.</p> <p>Verify that an Archaeological Mitigation Plan is prepared if necessary.</p> <p>Verify that a Construction Monitoring Plan is prepared and implemented.</p>	<p>Project Applicant.</p> <p>Project Applicant.</p> <p>Project Applicant.</p>	<p>Prior to issuing grading permits in ASAs requiring an ATP.</p> <p>Prior to issuing of grading permits.</p> <p>Prior to issuing of grading permits and during construction activities in areas not subject to archaeological testing.</p>	<p>Development Services/City Preservation Director.</p> <p>Development Services/City Preservation Director.</p> <p>Development Services/City Preservation Director.</p>	

RAILYARDS PROJECT					
MITIGATION MONITORING AND REPORTING PLAN					
Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
d) Prior the commencement of any ground disturbance in the 6th-7th Street Corridor ASA, consultation shall be initiated between the landowner or his representative and the appropriate Native American group having traditional authority over the Initial Phase Area. The goal of the consultation shall be to formulate procedures for the treatment of Native American human remains, should any be uncovered during project activities.	Verify that consultation occurs between the landowner and the appropriate Native American group.	Project Applicant.	Prior to issuing grading permits in the 6 <sup>th</sup> /7 <sup>th</sup> Street Corridor ASA.	Development Services/City Preservation Director.	
e) All earth-moving activities within the Specific Plan Area shall be monitored by an archaeologist approved by the City of Sacramento Preservation Director. Prior to any earth-moving activities, for each phase of the project a focused Monitoring and Unanticipated Discovery Plan shall be written by a qualified archaeologist and submitted to the City of Sacramento Preservation Director for approval. In the event that unanticipated archaeological resources or human remains are encountered, compliance with federal and state regulations and guidelines regarding the treatment of cultural resources and human remains shall be required. The following details the procedures to be followed in the event that new cultural resource sites or human remains are discovered.	Provide for monitoring of earth-moving activities by an archaeologist.	Project Applicant and/or project contractors.	Ongoing during construction.	Development Services/City Preservation Director.	

**RAILYARDS PROJECT**

**MITIGATION MONITORING AND REPORTING PLAN**

Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
<p>i. If the monitoring archaeologist believes that an archaeological resource has inadvertently been uncovered, all work adjacent to the discovery shall cease, and the appropriate steps shall be taken, as directed by the Preservation Director in consultation with the archaeologist, to protect the discovery site. The area of work stoppage will be adequate to provide for the security, protection, and integrity of the archaeological resources in accordance with Federal and State Law. At a minimum the area will be secured to a distance of 50 feet from the discovery. Vehicles, equipment, and unauthorized personnel will not be permitted to traverse the discovery site. The archaeologist will conduct a field investigation and assess the significance of the find. Impacts to cultural resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by the archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological Documentation. All identified cultural resources shall be recorded on the appropriate DPR 523 (A-L) form and filed with the North Central Information Center.</p>	<p>If an unknown archaeological resource is discovered, halt construction within 50 feet of the resource and conduct a field investigation to determine the significance of the resource.</p>	<p>Project Applicant and/or project contractors.</p>	<p>Ongoing during construction.</p>	<p>Development Services/City Preservation Director.</p>	
<p>ii. If human remains are discovered at the project construction site during any phase of construction, all ground-disturbing activity within 50 feet of the resources shall be halted and the County Coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County Coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. If the remains are determined to be Chinese, or any other ethnic group, the appropriate local organization affiliated with that group shall be contacted and all reasonable effort shall be made to identify the remains and determine and contact the most likely descendant. The approved mitigation shall be implemented before the resumption of ground-disturbing activities within 50 feet of where the remains were discovered.</p>	<p>If human remains are discovered, halt construction within 50 feet of the discovery and notify the Sacramento County Coroner immediately. If remains are determined to be Native American, contact NAHC. If remains are determined to be Chinese or other ethnic group, contact most likely descendant.</p>	<p>Project Applicant and/or project contractors.</p>	<p>Ongoing during construction.</p>	<p>Development Services/City Preservation Director.</p>	

<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
<p>If the remains are of Native American origin, the landowner or his representative shall contact the Native American Heritage Commission to identify the Most Likely Descendant. That individual shall be asked to make a recommendation to the landowner for treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.983.</p> <p>If the Most Likely Descendant fails to make a recommendation or the landowner or his <i>authorized</i> representative rejects the recommendation of the descendant, and if mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner, then the landowner or his authorized representative shall reburial the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.</p>					
<p>6.3-2</p> <p>a) An Architectural Historian qualified under the Secretary of the Interior's Standards shall be retained to prepare the necessary documentation to <i>formally list</i> the Central Shops Historic District as a locally Adopted Historic District. The Central Shops Historic District shall be adopted by the City prior to alteration of any of the buildings on site beyond stabilization recommendations included in the ARG report.</p> <p>b) A copy of the full Southern Pacific Company Sacramento Shops HAER document (HAER CA303) shall be acquired, including the historic narrative, architectural drawings, and photographs, and archive quality copies disseminated to the appropriate state, regional, and local repositories.</p>	<p>Hire a qualified architectural historian to prepare documentation to <i>formally list</i> the Central Shops Historic District as a locally Adopted Historic Resource.</p> <p>Acquire a copy of the Southern Pacific Company Sacramento Shops HAER document.</p>	<p>Project Applicant.</p> <p>Project Applicant.</p>	<p>Prior to any work commencing in the Central Shops district other than remediation and rehabilitation and/or stabilization of buildings.</p> <p>Prior to any work commencing in the Central Shops district other than remediation and rehabilitation and/or stabilization of buildings.</p>	<p>Development Services/City Preservation Director.</p> <p>Development Services/City Preservation Director.</p>	

<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
c) Consistent with the City's Historic Preservation Ordinance, and in coordination and consultation with the Preservation Director, a Historic District Plan that is specifically focused on the historic district in the Central Shops shall be prepared. The Historic District Plan shall include, at a minimum, the following components: <ol style="list-style-type: none"> <li>1. Statement of the goals for review of development projects within the historic district;</li> <li>2. A representation of the historical development of land uses, existing land uses, and any adopted plans for future land uses;</li> <li>3. A statement of findings, including the following:                             <ol style="list-style-type: none"> <li>a. The historical or pre-historical period to which the area is significant.</li> <li>b. The predominant periods or styles of the structures or features therein.</li> <li>c. The significant features and characteristics of such periods or styles, as represented in the historic district, including, but not limited to, structure height, bulk, distinctive architectural details, materials, textures, archeological and landscape features and fixtures.</li> <li>d. A statement, consistent with Article IV, Sacramento Register of Historic and Cultural Resources, of this chapter, of the standards and criteria to be utilized in determining the appropriateness of any development project involving a landmark, contributing resource or noncontributing resource within the historic district.</li> </ol> </li> </ol>	Prepare a Historic District Plan.	Project Applicant.	Prior to any work commencing in the Central Shops district other than remediation and rehabilitation and/or stabilization of buildings.	Development Services/City Preservation Director.	
6.3-6 a) A qualified architectural historian shall be retained to inventory and record the route of the First Transcontinental Railroad through the project site to HABS/HAER standards. The HABS/HAER recordation shall be disseminated to the appropriate repositories.	Hire a qualified architectural historian to inventory the First Transcontinental Railroad through the project site.	Project Applicant.	Prior to any work commencing in the Central Shops district other than remediation and rehabilitation and/or stabilization of buildings.	Development Services/City Preservation Director.	

<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
b) The historical information about the resource shall be integrated into the interpretation displays and signage along the route.	Integrate historical information into displays and signage along the route.	Project Applicant.	Upon completion of improvements along route.	Development Services/City Preservation Director.	
c) Implement Mitigation Measure 6.3-1(e).	See MM 6.3-1 (e).	See MM 6.3-1 (e).	See MM 6.3-1 (e).	See MM 6.3-1 (e).	
6.3-8 Implement Mitigation Measures 6.3-1(a) through 6.3-1(e).	See MM 6.3-1 (a) through (e).	See MM 6.3-1 (a) through (e).	See MM 6.3-1 (a) through (e).	See MM 6.3-1 (a) through (e).	
<b>6.4 Seismicity, Soils, and Geology</b>					
6.4-4					
a) To the extent feasible, the historic buildings shall be stabilized and reinforced prior to trenching or other construction activities adjacent to the buildings.	Verify that historic buildings are stabilized and reinforced.	Project Applicant.	Prior to issuing grading permits for activities adjacent to Central Shops.	Development Services/City Preservation Director.	
b) The project applicant shall take reasonable precautions to protect historic structures from damage, such as settlement, caused by excavation, trenching, dewatering, or other construction activities that could affect the integrity of the buildings or expose workers to physical hazards.	Verify that all appropriate measures are taken to prevent damage to historic structures.	Project Applicant.	Ongoing during construction.	Development Services/City Preservation Director.	
c) Measures shall be taken to reduce or eliminate potential ground settlement of the areas surrounding the historic buildings due dewatering, excavation, or adjacent construction. A pre-excavation settlement-damage survey shall be prepared that shall include, at a minimum, visual inspection of existing vulnerable structures for cracks and other settlement defects, and establishment of horizontal and vertical control points on the buildings. A monitoring program of surveying horizontal and vertical control points on structures and shoring shall be followed to determine the effects of dewatering, excavation, and construction on the particular building site. If it is determined by the engineer that the existing buildings could be subject to damage, work shall cease until appropriate remedies to prevent damage are identified.	Verify that a pre-excavation settlement damage survey is prepared and implement a monitoring program, if determined to be necessary.	Project Applicant.	Prior to excavation activities adjacent to the Central Shops.	Development Services/City Preservation Director.	

RAILYARDS PROJECT					
MITIGATION MONITORING AND REPORTING PLAN					
Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
<b>6.5 Hazards and Hazardous Substances</b>					
6.5-1 The City shall enforce the following requirements for construction on the Specific Plan Area:					
a) The City recognizes that DTSC has ultimate authority regarding approval of health risk assessments. However, through a new Tri-Party MOU, the City may provide input to DTSC if any assumptions employed appear to be inaccurate or differ from those previously prepared.	Provide input to DTSC as appropriate.	Project Applicant.	Ongoing	Development Services/DTSC	
b) Each developer's general contractor shall prepare a site-specific construction worker health and safety plan containing construction worker health and safety requirements based on the levels of remediation already performed in each project area.	Verify that each a construction worker health and safety plan is prepared for each project area.	Project Applicant and project contractors.	Prior to issuing building permits within each project area.	Development Services/DTSC.	
c) Contractors shall be given a worker health and safety guidance document at the time of grading or building permit application to assist them in preparing site-specific worker health and safety plans. Pursuant to the requirements of state and federal law, the site-specific health and safety plan may require the use of personal protective equipment, onsite continuous air quality monitoring during construction, and other precautions.	Verify that contractors receive health and safety documents.	Project Applicant.	At the time of grading or building permit applications.	Development Services/DTSC.	
d) During construction, except in imported clean fill areas, all excavation, soil handling, and dewatering activities shall be observed for signs of apparent contamination by the developer under DTSC oversight.	Verify that excavation, soil handling, and dewatering activities are observed for signs of contamination.	Project Applicant and/or project contractors.	Ongoing during grading and construction activities.	Development Services/DTSC.	
e) In addition to these steps, DTSC, through the new Tri-Party MOU, shall provide for environmental oversight, including site inspection during construction and procedures for detecting previously undiscovered contamination during site excavation as well as contingency plans for investigation, remediation and disposal of such contamination.	Provide for site inspections, procedures for detecting contamination, and contingency plans.	Project Applicant and DTSC.	Ongoing during grading and construction activities.	Development Services/DTSC.	

**RAILYARDS PROJECT**

**MITIGATION MONITORING AND REPORTING PLAN**

Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
<p>6.5-2 In areas where the groundwater contamination has the potential to reach water, sewer or storm drainage pipelines due to fluctuations in the elevation of the groundwater table, or where volatile contaminants in soil vapor could enter porous utility lines, measures such as concrete trenches, membrane barriers and venting will be used to prevent infiltration in accordance with DTSC requirements. Routine monitoring shall be performed by the landowners, reported to DTSC and CVRWQCB, and corrective actions implemented if the results indicate adverse changes in water quality.</p>	<p>Identify and implement all necessary measures to prevent infiltration into water, sewer, or storm drainage pipelines.</p>	<p>Project Applicant and/or project contractors.</p>	<p>Prior to approval of Improvement Plans.</p>	<p>Development Services/Public Works/DTSC.</p>	
<p>6.5-3 a) With the exception of the Central Shops, development of any parcel site shall only be permitted if relevant soil remediation for an entire block and the full right-of-way of all surrounding streets has been completed. Thus, occupancy of a portion of a block will be prohibited unless the entire block and the area immediately surrounding the block are remediated accordingly.</p> <p>b) Fencing shall prevent access to surface soil in unremediated areas of the site.</p> <p>c) Dust control for active cleanup sites shall be implemented.</p> <p>d) Construction site air monitoring, if required by site-specific conditions, shall be conducted.</p> <p>e) Compliance with building design requirements, to be included in the building code ordinance, for preventing the intrusion of subsurface vapors into buildings and enclosed spaces and the buildup of soil vapors in enclosed spaces where applicable, shall be required if determined by DTSC to be necessary.</p>	<p>Verify that soil remediation is completed for the entire block and surrounding row.</p> <p>Verify that fencing is placed around unremediated areas.</p> <p>Verify that dust control measures are implemented.</p> <p>Implement construction site monitoring, if necessary.</p> <p>Verify compliance with building design requirements to prevent buildup of soil vapors.</p>	<p>Project Applicant.</p> <p>Project Applicant and/or project contractors.</p> <p>Project Applicant and/or project contractors.</p> <p>Project Applicant and/or project contractors.</p> <p>Project Applicant.</p>	<p>Prior to issuing grading permits for each phase.</p> <p>Ongoing during grading, construction, and occupancy.</p> <p>Ongoing during site remediation.</p> <p>Ongoing during grading and construction activities.</p> <p>Prior to the issuing of building permits.</p>	<p>Development Services/DTSC.</p> <p>Development Services/DTSC.</p> <p>Development Services/DTSC.</p> <p>Development Services/DTSC.</p> <p>Development Services/DTSC.</p>	

RAILYARDS PROJECT					
MITIGATION MONITORING AND REPORTING PLAN					
Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
f) Prior to approval of any grading permit, developers shall demonstrate access to a nearby secure holding area for interim storage of contaminated soil that could be uncovered during construction, and provide a plan for transport of soil to the holding area.	Verify that a secure area for interim storage of contaminated soil is accessible and provide a transport plan.	Project Applicant.	Prior to issuing grading permits.	Development Services/DTSC.	
g) Developers shall be required to employ construction dewatering techniques, should they become necessary, that minimize potential for pulling groundwater contaminants to the surface. Contingency plans for pretreatment of contaminated groundwater, if necessary, shall be in place prior to the start of construction in the event that extracted water cannot be sent to the regional wastewater treatment plant.	Verify that construction dewatering techniques are implemented and that contingency plans for pretreatment of groundwater are in place, if necessary.	Project Applicant.	Prior to construction.	Development Services/ DTSC/ RWQCB.	
h) Prior to issuance of a grading permit, the developer shall demonstrate compliance with all applicable protective measures. If the level of protection is inadequate, implementation of additional protective measures is required; the City may review this Specific Plan to determine if amendments are required to protect human health and the environment.	Demonstrate compliance with all necessary protective measures.	Project Applicant.	Prior to issuing grading permits.	Development Services/DTSC.	
6.5-4					
a) Project developers and their contractors shall coordinate with the City of Sacramento, DTSC, and other involved agencies, as appropriate, to assure that project construction shall not interfere with any adjacent and/or on-site existing and/or planned remediation activities or unduly delay of existing and/or planned site remediation activities.	Verify that construction activities do not interfere with or other remediation activities.	Project Applicant and/or project contractors.	Ongoing during remediation and construction activities.	Development Services/DTSC.	
b) The project developers and their contractors shall comply with all applicable site controls established for site remediation activities through the approved RAPs and RDIP and shall ensure that project construction does not prevent such compliance.	Verify that all project construction does prevent compliance with RAPs and RDIP.	Project Applicant and/or project contractors.	Ongoing during remediation and construction activities.	Development Services/DTSC.	
c) Implement Mitigation Measure 6.5-3.	See MM 6.5-3.	See MM 6.5-3.	See MM 6.5-3.	See MM 6.5-3.	

<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
<p>6.5-5 Hazardous substances review at the development permitting stage shall involve consulting with DTSC to determine if changing standards will trigger the need for additional remediation under the following circumstances:</p> <ul style="list-style-type: none"> <li>▪ Sites that currently expose the general public to bare soil or landscaped soil shall be reevaluated if a significant change of standards has occurred since the last such evaluation.</li> <li>▪ In utility corridors, existing cleanup levels shall be reevaluated to ensure that construction worker health and safety is adequately protected if a significant change in standards occurs.</li> <li>▪ On development parcels where remediation standards are revised significantly downward following remediation but before site development, cleanup levels shall be reevaluated for consistency with proposed land use.</li> </ul>	<p>Verify that hazardous substances review occurs in consultation with DTSC to determine whether additional remediation measures are necessary.</p>	Project Applicant.	Prior to building permits.	Development Services/DTSC.	
<p>6.5-6 Prior to renovation and/or restoration of the Central Shops buildings, the project applicant shall provide written documentation to the City that asbestos-containing materials (ACM) and lead-based paint has been abated and any remaining hazardous substances and/or waste have been removed in compliance with applicable state and local laws and regulations.</p>	<p>Provide written documentation that ACMs, lead-based paint, and other hazardous substances have been abated and remove in compliance with state and local laws.</p>	Project Applicant.	Prior to renovation and/or restoration of the Central Shops buildings.	Development Services/DTSC.	
<p>6.5-9 Prior to development of the West Jibboom Street Property site, the results of a Phase 2 ESA and subsurface geophysical investigation shall be submitted to DTSC. If the Phase 2 ESA concludes that site remediation would be necessary to protect human health and the environment (if the site is developed as envisioned in the Specific Plan), the site shall not be developed until the site is remediated to levels that would be protective of the most sensitive population for the planned use.</p>	<p>Verify that Phase 2 ESA and subsurface geophysical investigation are submitted to the DTSC and that all site remediation recommendations made in the Phase 2 ESA, if necessary.</p>	Project Applicant.	Prior to issuing of grading and building permits for the West Jibboom Street Property site.	Development Services.	

<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
6.5-10 Implement Mitigation Measures 6.5-1, 6.5-3, 6.5-4, 6.5-5, and 6.5-9.	See MMs 6.5-1, 6.5-3, 6.5-4, 6.5-5, and 6.5-9.	See MMs 6.5-1, 6.5-3, 6.5-4, 6.5-5, and 6.5-9.	See MMs 6.5-1, 6.5-3, 6.5-4, 6.5-5, and 6.5-9.	See MMs 6.5-1, 6.5-3, 6.5-4, 6.5-5, and 6.5-9.	
6.5-11 Implement Mitigation Measure 6.5-6.	See MM 6.5-6.	See MM 6.5-6.	See MM 6.5-6.	See MM 6.5-6.	
<b>6.6 Hydrology and Water Quality</b>					
6.6-2 The proposed Specific Plan shall prohibit discharges to the Sacramento River from the cistern that do not meet the water quality requirements set by the City and the CVRWQCB. If the cistern cannot meet the required water quality requirements, then the proposed Specific Plan shall incorporate BMPs as provided in the Stormwater Quality Design Manual for the Sacramento and South Placer Regions (Manual) (May 2007) to reduce urban pollutant discharges to the Sacramento River to the maximum extent practicable.	Verify that discharges from the cistern will meet water quality standards.  Incorporate additional BMPs to reduce urban pollutant discharges if needed.	Project Applicant.  Project Applicant	Prior to approval of cistern grading and construction permits.  If BMPs needed, prior to building permits.	Development Services/Public Works/RWQCB.	
6.6-5 Implement Mitigation Measures 6.6-2.	See MM 6.6-2.	See MM 6.6-2.	See MM 6.6-2.	See MM 6.6-2.	
<b>6.7 Land Use</b>					
No mitigations required.					
<b>6.8 Noise and Vibration</b>					
6.8-1 The contractor shall ensure that the following measures are implemented during all phases of project construction:  a) Whenever construction occurs adjacent to occupied residences (on or offsite), temporary barriers shall be constructed around the construction sites to shield the ground floor of the noise-sensitive uses. These barriers shall be of ¾-inch Medium Density Overlay (MDO) plywood sheeting, or other material of equivalent utility and appearance, and shall achieve a Sound Transmission Class of STC-30, or greater, based on certified sound transmission loss data taken according to ASTM Test Method E90 or as approved by the City of Sacramento Building Official.	Verify that temporary noise barriers are erected as specified when construction activities occur adjacent to residential uses.	Project Applicant and/or project contractors.	Prior to ground disturbance and construction activities adjacent to occupied residences.	Development Services.	

<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
b) Construction activities shall comply with the City of Sacramento Noise Ordinance, which limits such activity to the hours of 7:00 a.m. to 6:00 p.m. Monday through Saturday, the hours of 9:00 a.m. to 6:00 p.m. on Sunday, prohibits nighttime construction, and requires the use of exhaust and intake silencers for construction equipment engines. Exceptions to these regulations may be granted by the building inspector, consistent with the Noise Ordinance.	Verify that all construction activities comply with the Noise Ordinance.	Project Applicant and/or project contractors.	Ongoing during grading and construction activities.	Development Services.	
c) Construction equipment staging areas shall be located as far as feasible from residential areas while still serving the needs of construction contractors.	Verify that construction equipment storage areas are as far as possible from residential areas.	Project Applicant and/or project contractors.	Ongoing during grading and construction activities.	Development Services.	
d) Quieter "sonic" pile-drivers shall be used, unless engineering studies are submitted to the City that show this is not feasible and cost-effective, based on geotechnical considerations; and	Verify that "sonic" pile drivers are used, if feasible.	Project Applicant and/or project contractors.	Prior to issuance of a building permit; implement measures during ground disturbing and construction activities.	Development Services.	
e) Activities that generate high noise levels, such as pile driving and the use of jackhammers, drills, and impact wrenches, shall be restricted to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday, unless it can be proved to the satisfaction of the City that the allowance of Saturday work on certain onsite parcels (i.e., those as far from noise-sensitive uses as possible) would not have an adverse noise impact.	Ensure that construction activities that generate high noise levels are restricted to the hours of 7:00 am to 6:00 pm Monday through Friday.	Project Applicant and/or project contractors.	Ongoing during grading and construction activities.	Development Services.	

RAILYARDS PROJECT					
MITIGATION MONITORING AND REPORTING PLAN					
Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
<p>6.8-3 The project sponsor shall ensure that the following measures are implemented for all development under the proposed Specific Plan Area:</p> <p>a) Prior to the issuance of building permits, the applicant shall submit engineering and acoustical specification for project mechanical HVAC equipment to the Planning Director demonstrating that the equipment design (types, location, enclosure, specifications) will control noise from the equipment to at least 10 dBA below existing ambient at nearby residential and other noise-sensitive land uses.</p> <p>b) Noise generating stationary equipment associated with proposed commercial and/or office uses, including portable generators, compressors, and compactors shall be enclosed or acoustically shielded to reduce noise-related impacts to noise-sensitive residential uses.</p>	<p>Verify that engineering and acoustical specification is submitted to the Planning Director.</p> <p>Verify that noise generating equipment is enclosed or shielded to reduce noise.</p>	<p>Project Applicant.</p> <p>Project Applicant.</p>	<p>Prior to issuing building permits.</p> <p>Prior to issuing occupancy permits.</p>	<p>Development Services/Planning Director.</p> <p>Development Services.</p>	
<p>6.8-4 Implement Mitigation Measure 6.8-1 and the following measure during all phases of project construction:</p> <p>a) During construction, should damage occur despite the above mitigation measures, construction operations shall be halted and the problem activity shall be identified. A qualified engineer shall establish vibration limits based on soil conditions and the types of buildings in the immediate area. The contractor shall monitor the buildings throughout the remaining construction period and follow all recommendations of the qualified engineer to repair any damage that has occurred to the pre-existing state, and to avoid further structural damage.</p>	<p>See MM 6.8-1.</p>	<p>See MM 6.8-1.</p>	<p>See MM 6.8-1.</p>	<p>See MM 6.8-1.</p>	
<p>6.8-5</p> <p>a) The City shall work with UPRR and RT to identify methods of vibration reduction that could be implemented during UPRR track relocation and LRT track construction. Such methods could include, but would not be limited to:</p> <ul style="list-style-type: none"> <li>▪ soil densification under the tracks;</li> <li>▪ use of deep piles under the track bed;</li> <li>▪ use of tire derived aggregate below the track bed;</li> <li>▪ floating slab tracks;</li> <li>▪ for light rail, use of a resiliently supported fastener system; and</li> <li>▪ for light rail, installation of a ballast mat beneath the track.</li> </ul>	<p>Document discussions with RT and UPRR regarding use of applicable measures to reduce vibration.</p>	<p>City.</p>	<p>Prior to relocation of the tracks.</p>	<p>Development Services/RT/UPRR.</p>	

<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
b) After relocation of the UPRR tracks, the applicant shall prepare a revised screening analysis to address reductions in the potential area of impact due to incorporation of measures in Mitigation Measure 6.8-3(a). The revised screening analysis shall supersede Figure 6.8-3 in this EIR.	Verify that a revised screening analysis is prepared, and that Figure 6.8-3 is revised accordingly.	Project Applicant.	After relocation of the UPRR tracks.	Development Services.	
c) Prior to use of the relocated tracks, the historic structures to be retained in the Central Shops Historic District shall be stabilized using methods that would protect against vibration levels identified in the screening analysis.	Stabilize historical structures within the Central Shops Districts against vibration impacts.	Project Applicant.	Prior to use of the relocated UPRR tracks.	Development Services/Preservation Director.	
d) Prior to design review, the applicant shall have a certified vibration consultant prepare a site-specific vibration analysis for residential uses and historic structures that are within the screening distance (shown in Figure 6.8-3) for freight and passenger trains or light rail trains. The analysis shall detail how the vibration levels at these receptors would meet the applicable vibration standards to avoid potential structural damage and annoyance. The results of the analysis shall be incorporated into project design.	Retain a certified vibration consultant to prepare a vibration analysis for residential uses and historical uses, and ensure that recommendations from the analysis are incorporated into project design.	Project Applicant.	Prior to design review.	Development Services/Preservation Director.	
<b>6.9 Parks and Open Space</b>					
6.9-1 Prior to the recordation of the tentative map, the project applicant shall reach agreement with the City on which of the proposed project elements and acreage meet the parkland dedication requirements. The project applicant shall pay in-lieu fees (Quimby and/or PIF) on the difference in acreage between what the City parkland requirement is and the amount of parkland the proposed project would supply or provide "turnkey" improvements equal to the value of in-lieu fees owed, if any.	Document agreement between the City and Applicant for project park dedication and pay appropriate in-lieu fees to the City.	Project Applicant.	Prior to the recordation of the tentative map.	Development Services/Parks and Recreation.	
6.9-2 During construction, the project applicant shall allow continuous access to the existing bike trail at the western boundary of the Specific Plan Area along the Sacramento River or provide an alternate bicycle access route through or around the Specific Plan Area.	Verify that access to the existing bike trail is maintained or provide an alternate access route.	Project Applicant.	Ongoing during construction along western boundary of the plan area.	Development Services/Parks and Recreation.	
6.9-3 Implement Mitigation Measure 6.9-1.	See MM 6.9-1.	See MM 6.9-1.	See MM 6.9-1.	See MM 6.9-1.	

RAILYARDS PROJECT					
MITIGATION MONITORING AND REPORTING PLAN					
Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
<b>6.10 Public Services</b>					
6.10-10 Prior to school site approval, the Sacramento Unified School District shall retain a competent professional to prepare a safety study that assesses cargo manifests, frequency, speed, and schedule of railroad traffic, grade, curves, type and condition of track need for sound or safety barriers, need for pedestrian and vehicle safeguards at railroad crossings, presence of high pressure gas lines near the tracks that could rupture in the event of a derailment, and an evacuation plan. In addition to the analysis, the study shall identify and the district shall incorporate measures to avoid potentially hazards to students related to proximity to the rail line on the campus.	Verify that a safety study is prepared to assess risks associated with proximity to the rail line.	SUSD.	Prior to approval of the school site.	Development Services/CDE.	
<b>6.11 Public Utilities</b>					
6.11-1 Prior to completion of the cistern, the City shall limit development of the proposed project so that combined wastewater and stormwater flows do not exceed the project's peak flow sewage generation rate of 9.43 mgd.	Ensure that development is limited so that wastewater and stormwater flows do not exceed 9.43 mgd.	Development Services.	Prior to completion of the cistern.	Development Services/ Department of Utilities.	
6.11-2 The City shall limit development of the proposed project so that combined wastewater and stormwater flows do not exceed a flow rate of five cubic feet per second, until (1) the cistern and outfall for stormwater flows are constructed, and/or (2) planned CSS improvements for wastewater flows are implemented.	Limit development so that wastewater and stormwater flows combined do not exceed a flow rate of five cubic feet per second.	Development Services.	Prior to completion of the cistern and outfall or necessary CSS improvements.	Development Services/ Department of Utilities.	
6.11-8 a) Implement Maximum Day Demand Conservation in the proposed project. The City's 2006 UWMP presents three future demand projection scenarios spread over a twenty-five year planning horizon, they include a "no conservation" scenario, a 7.5 percent conservation scenario and a 25.6 percent conservation scenario.	Verify that the Maximum Day Demand Conservation scenario is implemented for the project.	Project Applicant; Department of Utilities.	Ongoing.	Development Services/ Department of Utilities.	

RAILYARDS PROJECT					
MITIGATION MONITORING AND REPORTING PLAN					
Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
<p>Assuming that as a mitigation measure the proposed project could achieve 7.5 percent conservation in average day demands, the proposed project would roughly save approximately 287,250 gpd (3.54 mgd) and reduce average annual demands to 3,965 AFA down from the calculated demand of 4,295 AFA for a savings of 330 AFA. The conservation savings achieved at the project site would not reduce the maximum day demands enough to overcome the 2020 City-wide capacity deficit; therefore, this ultimately is a City-wide issue and the City would be need to the address future potential maximum day demand deficit on a larger scale to reduce the potentially significant cumulative impact to a less-than-significant level.</p> <p>b) Implement Diversion and WTP as cost-sharing partner in Sacramento River Water Reliability Study.</p> <p>The City is a partner on the Sacramento River Water Reliability Study, which is investigating alternatives for an additional 365 cfs (235 mgd) diversion on the Sacramento River and an associated water treatment facility. The City would have access to 145 mgd of the available 235 mgd. The 145 mgd diversion and WTP alternative included in the SRWRS would avoid any future capacity deficits as shown in Table 6.11-9. Upon implementation of this new diversion and WTP plant project, the potentially significant cumulative impact would be reduced to a less than significant cumulative impact.</p> <p>The SRWRS requires is undergoing environmental review under CEQA and NEPA, in addition to compliance with Endangered Species Act and other applicable regulatory requirements. This process began in 2002 with the authorization of Public Law 106 – 554 and is currently ongoing. USBR is the federal lead agency and Placer County Water Agency is the local lead agency. The draft environmental documentation is scheduled to be completed in the spring of 2008 and would be certified in early 2009. USBR plans to issue a Record of Decision in spring 2009.<sup>2</sup></p>	Participate in completion of SRWRS diversion and WTP.	Department of Utilities.	Prior to 2020.	Department of Utilities.	

<sup>2</sup> Initial Alternatives Report. Final Version, March 2005. Sacramento River Reliability Study. Updated by personal communication with Jim Peifer, City of Sacramento and Sammie Cervantes, USBR, August 9, 2007.

<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
<p>The construction and operation of a second Sacramento River diversion and WTP could result in, at a minimum, the following potentially significant environmental impacts:</p> <ul style="list-style-type: none"> <li>▪ Exposure of soils to erosion and loss of topsoil during construction;</li> <li>▪ Surface water quality degradation (cumulative impact);</li> <li>▪ Destruction or disturbance of subsurface archeological or paleontological resources;</li> <li>▪ Construction-related air emissions;</li> <li>▪ Construction and operations-related noise impacts;</li> <li>▪ Visual and/or light and glare impacts;</li> <li>▪ Loss of protected species and degradation or loss of their habitats;</li> <li>▪ Conversion of existing agricultural lands or resources;</li> <li>▪ Degradation of fisheries habitat (cumulative impact); and</li> <li>▪ Exposure to pre-existing listed and unknown hazardous materials contamination.</li> </ul> <p>Mitigation measures would be to need developed to reduce any potentially significant impacts to less than significant levels. As such, due to the timing uncertainties associated with the long-term water supply infrastructure necessary to overcome the cumulative maximum day demands deficit in 2020, project-specific mitigation measures would need to be tailored to the proposed project. The following are illustrative of the types of mitigation measures that could be implemented to avoid or reduce those impacts listed above to less than significant levels:</p> <ul style="list-style-type: none"> <li>▪ Reduction in operational and construction air emissions as required by SMAQMD;</li> <li>▪ Avoidance of surface water pollution through control of on-site stormwater flows, protection of top soils or stock piles from wind and water erosion, and implementation of related BMPs;</li> <li>▪ Minimization of operational and construction noise through the use of noise attenuation measures;</li> <li>▪ Avoidance and/or implementation of appropriate measures to restore, create, preserve or otherwise compensate for effects to biological resources;</li> </ul>					

<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
<p> <ul style="list-style-type: none"> <li>▪ Avoidance of effects to buried cultural resources through investigation and pre-testing, and/or on-site archaeological monitoring and implementation of appropriate steps if cultural resources are discovered during earth moving activities;</li> <li>▪ Avoidance of hazardous materials effects through appropriate investigation and remediation of any on-site hazards; and</li> <li>▪ Avoidance, preservation or other appropriate compensation for loss of or adverse effects to important farmlands.</li> </ul> <p>The City, as a lead or responsible agency, would be required to implement mitigation measures identified for each mitigation project. The City would not be responsible for the actions taken by other local jurisdictions or agencies.</p> <p>c) <b>Implement a City of Sacramento Only Sacramento River Diversion and WTP.</b></p> <p>Another mitigation option would be for the City to be the sole operator of the second Sacramento River diversion and Elverta Road WTP project. Under this option, the diversion and WTP would be scaled down to provide the additional capacity needed to meet only the City's maximum day demands when diversion limitations apply at FWTP under the City WFA PSA. As presented in the SRWRS, the City would most likely construct capacity to divert roughly 235 cfs and could treat up to 145 mgd at the new WTP. This new diversion and WTP would avoid any future maximum day capacity deficits through 2030 and beyond, as shown in Table 6.11-10, the new 145 WTP would provide capacity to meet all demands through 2030.<sup>3</sup> This was presented as one of the one of the alternatives in the SRWRS; therefore, it is reasonable to assume this as a feasible mitigation measure. Upon implementation of this diversion and WTP project, the potentially significant cumulative impact would be reduced to a less than significant cumulative impact.</p> <p>As with the previous SRWRS alternative, this City-only project requires its own environmental review, whether as part of the SRWRS or as an independent project, in addition to compliance with all applicable regulatory requirement.</p> </p>	<p>Construct 2<sup>nd</sup> Sacramento River diversion and Elverta Road WTP unless SRQRS project built.</p>	<p>Department of Utilities.</p>	<p>Prior to 2020.</p>	<p>Department of Utilities.</p>	

3 Executive Summary, Initial Alternatives Report, Final Version, March 2005. Sacramento River Water Reliability Study (Appendix C of the DEIR).

RAILYARDS PROJECT					
MITIGATION MONITORING AND REPORTING PLAN					
Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
<p>The construction and operation of a second Sacramento River diversion and WTP as described above could in, at a minimum, result in the following potentially significant environmental impacts:</p> <ul style="list-style-type: none"> <li>▪ Exposure of soils to erosion and loss of topsoil during construction;</li> <li>▪ Surface water quality degradation (cumulative impact);</li> <li>▪ Natural drainage courses and hydrology;</li> <li>▪ Construction-related air emissions;</li> <li>▪ Construction and operations-related noise impacts;</li> <li>▪ Visual and/or light and glare impacts;</li> <li>▪ Loss of protected species and degradation or loss of their habitats;</li> <li>▪ Conversion of existing agricultural lands or resources;</li> <li>▪ Degradation of fisheries habitat (cumulative impact); and</li> </ul> <p><i>Exposure to pre-existing listed and unknown hazardous materials contamination.</i></p> <p>Mitigation measures would need to be developed to reduce any potentially significant impacts to less than significant levels. As such, due to the timing uncertainties associated with the long-term water supply infrastructure necessary to overcome the cumulative maximum day demands deficit in 2020, project-specific mitigation measures would need to be tailored to the proposed project. The following are illustrative of the types of mitigation measures that could be implemented to avoid or reduce those impacts listed above:</p> <ul style="list-style-type: none"> <li>▪ Reduction in operational and construction air emissions as required by SMAQMD;</li> <li>▪ Avoidance of surface water pollution through control of on-site stormwater flows, protection of top soils or stock piles from wind and water erosion, and implementation of related BMPs;</li> <li>▪ Minimization of operational and construction noise through the use of noise attenuation measures;</li> <li>▪ Avoidance and/or implementation of appropriate measures to restore, create, preserve or otherwise compensate for effects to biological resources;</li> </ul>					

RAILYARDS PROJECT					
MITIGATION MONITORING AND REPORTING PLAN					
Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
<ul style="list-style-type: none"> <li>▪ Avoidance of effects to buried cultural resources through investigation and pre-testing, and/or on-site archaeological monitoring and implementation of appropriate steps if cultural resources are discovered during earth moving activities;</li> <li>▪ Avoidance of hazardous materials effects through appropriate investigation and remediation of any on-site hazards; and</li> <li>▪ Avoidance, preservation or other appropriate compensation for loss of or adverse effects to important farmlands.</li> </ul> <p>The City, as a lead or responsible agency, would be required to implement mitigation measures identified for each mitigation project. The City would not be responsible for the actions taken by other local jurisdictions or agencies.</p> <p>d) Increase Groundwater Pumping.</p> <p>As previously discussed, the City maintains 32 wells for potable use; 23 wells are actively used to supply drinking water.<sup>4</sup> The total capacity of the wells is 33 mgd, containing a sustainable capacity of approximately 30 mgd and producing up to 33,600 AFA. In 2000 - 2005 the City's annual average groundwater pumping was 22,992 acre-ft.<sup>5</sup></p> <p>The proposed project's average annual demand is estimated at 3.83 mgd. In comparison to City-wide demands of 325 mgd in 2020 and up to 402 mgd in 2030 above-Hodge conditions, the proposed project's demand contribution is less than considerable. Nonetheless, under a dry year scenario, the project would increase demand on the City's water system infrastructure. In an effort to minimize the project's demand, the project could add new wells to the City's groundwater system paid for through developer or other water connection fees. Assuming a new groundwater well could pump roughly 1,000 gpm or 1.44 mgd, the 3 new wells would be needed to meet the project's peak day demands and offset the demand placed on the City's water system. Furthermore, each new project would have to pay their fair share to fund new groundwater wells to offset project-specific demands.</p>	Install additional groundwater wells at applicant's expense.	Department of Utilities.	Prior to 2020.	Development Services/ Department of Utilities.	

4 Dan Sherry, City of Sacramento, Utilities Department. Status of groundwater wells, June 23, 2005.

5 Calculated from the City of Sacramento, Department of Utilities, Operational Statistics Annual Reports.

**RAILYARDS PROJECT**

**MITIGATION MONITORING AND REPORTING PLAN**

Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
<p>The City's water supply infrastructure is designed to serve the entire City-wide service area and new infrastructure ties into the existing system to meet both average and maximum day demands. The City supplements the surface water capacity by pumping groundwater to meet the maximum day demands. If no surface water diversion and treatment capacity is added by 2025, the City would need to more than double the peak day pumping rate to meet customer demands. This could not be achieved with the current well capacities and new wells would have to be installed. Upon implementation of this mitigation measure, the potentially significant cumulative impact would be reduced to a less-than-significant cumulative impact. This analysis assumes that additional wells would be installed in the SGA groundwater area.</p> <p>If selected as appropriate mitigation, implementation of this mitigation measure could require environmental analysis to assess if the construction or operation of new wells could have any adverse environmental consequences. The new wells, appurtenances and infrastructure could result in the following potentially significant environmental impacts:</p> <ul style="list-style-type: none"> <li>▪ Exposure of soils to erosion and loss of topsoil during construction;</li> <li>▪ Construction-related air emissions;</li> <li>▪ Destruction of buried archeological or paleontological resources;</li> <li>▪ Changes in natural drainage courses and hydrology;</li> <li>▪ Construction and operations-related noise impacts;</li> <li>▪ Visual and/or light and glare impacts;</li> <li>▪ Conversion of existing agricultural lands or resources;</li> <li>▪ Drawdown of groundwater in the North American Subbasin; and</li> <li>▪ Exposure to pre-existing listed and unknown hazardous materials contamination.</li> </ul>					

<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
<p>In addition, although this groundwater pumping mitigation measure could supply potable water to meet proposed site demands and offset a service area capacity deficit; this mitigation measure could also cause rapid drawdown of a sustained groundwater basin the results of which are counter to the SGA Groundwater Management Plan and WFA. Additionally, increasing groundwater withdrawals could adversely affect other groundwater pumping activities in the region, or cause dramatic changes within known and unknown groundwater contamination plumes in the Subbasin.</p> <p>Mitigation measures would be to need developed to reduce any potentially significant impacts to less than significant levels. As such, due to the timing uncertainties associated with the long-term water supply infrastructure necessary to overcome the cumulative maximum day demands deficit in 2020, project-specific mitigation measures would need to be tailored to the proposed project. The following are illustrative of the types of, mitigation measures that could be implemented to avoid or reduce those impacts listed above to less than significant levels:</p> <ul style="list-style-type: none"> <li>(a) Reduction in operational and construction air emissions as required by SMAQMD;</li> <li>(b) Avoidance of surface water pollution through control of on-site stormwater flows, protection of top soils or stock piles from wind and water erosion, and implementation of related BMPs;</li> <li>(c) Minimization of operational and construction noise through the use of noise attenuation measures;</li> <li>(d) Avoidance and/or implementation of appropriate measures to restore, create, preserve or otherwise compensate for effects to biological resources;</li> <li>(e) Avoidance of effects to buried cultural resources through investigation and pre-testing, and/or on-site archaeological monitoring and implementation of appropriate steps if cultural resources are discovered during earth moving activities;</li> <li>(f) Avoidance of hazardous materials effects through appropriate investigation and remediation of any on-site hazards; and</li> </ul>					

RAILYARDS PROJECT					
MITIGATION MONITORING AND REPORTING PLAN					
Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
<p>(g) Avoidance, preservation or other appropriate compensation for loss of or adverse effects to important farmlands.</p> <p>The City, as a lead or responsible agency, would be required to implement mitigation measures identified for each mitigation project. The City would not be responsible for the actions taken by other local jurisdictions or agencies.</p>					
6.12 Transportation and Circulation					
<p>6.12-1</p> <p>a) At the I-5 southbound ramps / Richards Boulevard intersection, the City shall install, or cause to be installed, one southbound lane to provide one exclusive left-turn lane, a combination left-through lane, and a right turn lane; and optimize the signal timing. The City has included the cost of this improvement in its approved Richards Boulevard Area Plan and Facility Element and the project applicant shall provide "fair-share" funding for this improvement through payment of traffic impact fees in accordance with the Railyards Financing Plan. The applicant's fair share contribution shall be calculated pro rata, on a per unit and/or square foot basis, based upon the land uses identified in development applications submitted to the City. The fair share contribution shall be paid to the City prior to the issuance of building permits.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (31.5 seconds delay) in the a.m. peak hour and the delay would be reduced to 84.1 seconds (but the level of service would remain at LOS F) in the p.m. peak hour. These results are shown in Table 6.12-15.</p> <p>The City will further mitigate freeway impacts by requiring the project applicant to pay a fair share contribution to fund the Downtown Natomas Airport (DNA) light rail system which will provide an alternative transportation mode.</p>	<p>Pay a fair share contribution for the planned I-5/ Richard Blvd Interchange and provide a fair share contribution to help fund the local share of the DNA project costs.</p> <p>Build a DNA line and RT.</p> <p>Build I-5/Richards improvements.</p>	<p>Project Applicant</p> <p>City Department of Transportation</p>	<p>Prior to issuance of building permits.</p> <p>When funded.</p> <p>As warranted.</p>	<p>Development Services/ City Department of Transportation.</p> <p>Development Services/ City Department of Transportation.</p> <p>Development Services/ City Department of Transportation.</p>	

**RAILYARDS PROJECT**

**MITIGATION MONITORING AND REPORTING PLAN**

Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
<p>b) At the I-5 northbound ramps / Richards Boulevard intersection, the City shall install, or cause to be installed, one westbound right-turn lane to provide two right-turn lanes and two through lanes; and optimize signal timing. The City has included the cost of this improvement in its approved Richards Boulevard Area Plan and Facility Element and the project applicant shall provide "fair-share" funding for this improvement through payment of traffic impact fees in accordance with the Railyards Financing Plan. The applicant's fair share contribution shall be calculated pro rata, on a per unit and/or square foot basis, based upon the land uses identified in development applications submitted to the City. The fair share contribution shall be paid to the City prior to the issuance of building permits.</p> <p>The City will further mitigate freeway impacts by requiring the project applicant to pay a fair share contribution to fund the Downtown Natomas Airport (DNA) light rail system which will provide an alternative transportation mode.</p> <p>With implementation of this mitigation measure, the level of service would be maintained at LOS C (25.4 seconds delay) in the a.m. peak hour and improved to LOS C (31.6 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-15.</p>	<p>Pay a fair share contribution for the planned I-5/ Richard Blvd Interchange and provide a fair share contribution to help fund the local share of the DNA project costs.</p>	<p>Project Applicant</p>	<p>Prior to issuance of building permits.</p>	<p>Development Services/ City Department of Transportation.</p>	
	<p>Build a DNA line and RT.</p>		<p>When funded.</p>	<p>Development Services/City Department of Transportation.</p>	
	<p>Build I-5/Richards improvements.</p>	<p>City Department of Transportation</p>	<p>As warranted.</p>	<p>Development Services/City Department of Transportation.</p>	
<p>c) At the Bercut Drive / Richards Boulevard intersection, the City shall install, or cause to be installed, one eastbound right turn lane to provide one left turn lane, two through lanes, and one right-turn lane; re-stripe the northbound lanes to provide one left-turn lane and one combination left-through-right lane; and optimize the signal timing. The City has included the cost of this improvement in its approved Richards Boulevard Area Plan and Facility Element and the project applicant shall provide "fair-share" funding for this improvement through payment of traffic impact fees in accordance with the Railyards Financing Plan. The applicant's fair share contribution shall be calculated pro rata, on a per unit and/or square foot basis, based upon the land uses identified in development applications submitted to the City. The fair share contribution shall be paid to the City prior to the issuance of building permits.</p>	<p>Pay a fair share contribution modify the signal phasing and construct roadway improvements set forth in MM 6.12-1(c).</p>	<p>Project Applicant</p>	<p>Prior to issuing building permits.</p>	<p>Development Services/City Department of Transportation.</p>	

## RAILYARDS PROJECT

## MITIGATION MONITORING AND REPORTING PLAN

Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
<p>With implementation of this mitigation measure, the level of service would be improved to LOS B (11.7 seconds delay) in the a.m. peak hour and LOS E (69.7 seconds delay) in the p.m. peak hour. To further mitigate the impact would require additional widening of Richards Boulevard, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable. These results are shown in Table 6.12-15.</p>	Construct additional lanes, per MM 6.12-1(c).	City Department of Transportation.	As warranted.	Development Services/City Department of Transportation.	
<p>d) At the 7th Street / Richards Boulevard intersection, the City shall install, or cause to be installed, overlapped signal phasing for the northbound 7th Street right turning movement that would be displayed at the same time the green left turn arrow is displayed for the westbound left turning movement from Richards Boulevard, and prohibited U-turning movements for the westbound approach to the intersection. The applicant shall pay a fair share of this mitigation measure and shall pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.</p>	Pay a fair share contribution to construct the roadway improvements set forth in MM 6.12-1(d).	Project Applicant	Prior to issuing building permits.	Development Services/ City Department of Transportation.	
<p>With implementation of this mitigation measure, the level of service would be improved to LOS C (34.9 seconds delay) in the a.m. peak hour and would remain at LOS C (28.1 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-15.</p>	Install improvements identified in MM 6.12-1(d).	City Department of Transportation.	As warranted.	Development Services/City Department of Transportation.	
<p>e) At the N 12th/N 16th Streets / Richards Boulevard intersection, the City shall optimize the signal timing in the a.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along 12th Street. With implementation of this mitigation measure, the level of service be improved to LOS D (47.7 seconds delay). These results are shown in Table 6.12-15.</p>	Pay a fair share contribution to construct the roadway improvements set forth in MM 6.12-1(e).	Project Applicant	Prior to issuing building permits.	Development Services/ City Department of Transportation.	

## RAILYARDS PROJECT

## MITIGATION MONITORING AND REPORTING PLAN

Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
f) At the Bercut Drive / Bannon Street intersection, the City shall install, or cause to be installed, one southbound left turn lane, a traffic signal, and optimize signal timing. The City has included the cost of this improvement in its approved Richards Boulevard Area Plan and Facility Element and the project applicant shall provide "fair-share" funding for this improvement through payment of traffic impact fees in accordance with the Railyards Financing Plan. The applicant's fair share contribution shall be calculated pro rata, on a per unit and/or square foot basis, based upon the land uses identified in development applications submitted to the City. The fair share contribution shall be paid to the City prior to the issuance of building permits.  With implementation of this mitigation measure, the level of service would be improved to LOS B (16.0 seconds delay) in the a.m. peak hour and LOS D (39.8 seconds delay) in the p.m. peak hour. To further mitigate the impact would require additional widening of Bercut Drive, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable. These results are shown in Table 6.12-15.	Pay a fair share contribution to construct the roadway improvements set forth in MM 6.12-1(f).  Install improvements identified in MM 6.12-1(f).	Project Applicant  City Department of Transportation.	Prior to issuing building permits.  As warranted.	Development Services/ City Department of Transportation.  Development Services/City Department of Transportation.	
g) At the 12 <sup>th</sup> Street / North B Street intersection, the City shall increase the cycle length at the N 12 <sup>th</sup> Street/ Sunbeam/Sproule Avenue intersection to 150 seconds, decrease the cycle length at the N 12 <sup>th</sup> Street/Sunbeam/ Sproule Avenue intersection to 75 seconds, and optimize the signal timing at both intersections during both the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of these signals to improve vehicle progression along 12 <sup>th</sup> Street.	Pay a fair share contribution to modify signal timing and monitoring.	Project Applicant.	Prior to issuing building permits.	Development Services/City Department of Transportation.	

RAILYARDS PROJECT					
MITIGATION MONITORING AND REPORTING PLAN					
Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
<p>With implementation of this mitigation measure, the level of service would be improved to LOS C (20.9 seconds delay) in the a.m. peak hour and to LOS D (41.1 seconds delay) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p>	<p>Install improvements identified in MM 6.12-1(g).</p>	<p>City Department of Transportation.</p>	<p>As warranted.</p>	<p>Development Services/City Department of Transportation.</p>	
<p>h) At the 7<sup>th</sup> Street / Railyards Boulevard intersection, the applicant shall install a second eastbound right turn lane on Railyards Boulevard. The applicant shall also pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along 7<sup>th</sup> Street.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS B (17.9 seconds delay) in the a.m. peak hour and to LOS C (27.9 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-15.</p>	<p>The applicant shall install a second eastbound right turn lane on Railyard Boulevard and pay a fair share contribution to modify signal timing and monitoring.</p>	<p>Project Applicant.</p>	<p>Prior to issuing building permits.</p>	<p>Development Services/ City Department of Transportation.</p>	
<p>i) At the 5<sup>th</sup> Street / G Street intersection, the applicant shall install a second eastbound left turn lane, provide split signal phasing for eastbound and westbound movements on G Street, and optimize signal timing. The applicant shall also pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS B (17.9 seconds delay) in the a.m. peak hour and to LOS D (35.6 seconds delay) in the p.m. peak hour. To further mitigate the impact would require additional widening of the roadways to add vehicle lanes to increase vehicle capacity which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies.</p>	<p>Install a second eastbound left and pay a fair share contribution to construct the road improvements stated in MM 6.12-1(i).</p>	<p>Project Applicant.</p>	<p>Prior to issuing building permits.</p>	<p>Development Services/City Department of Transportation.</p>	

**RAILYARDS PROJECT**

**MITIGATION MONITORING AND REPORTING PLAN**

Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
<p>j) At the 6<sup>th</sup> Street / G Street intersection, the applicant shall install a second southbound lane 150 feet in length to provide one left-through lane and one right-through lane and optimize signal timing. The applicant shall pay a fair share of this mitigation measure and shall pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (33.3 seconds delay) in the a.m. peak hour and the delay would be reduced to 103.2 seconds delay (but the level of service would remain at LOS F) in the p.m. peak hour. To further mitigate the impact would require additional widening of the roadways to add vehicle lanes to increase vehicle capacity which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies.</p>	<p>Pay a fair share contribution toward the roadway improvements stated in MM 6.12-1(j).</p>	<p>Project Applicant.</p>	<p>Prior to issuing building permits.</p>	<p>Development Services/ City Department of Transportation.</p>	
<p>k) At the 6th Street / H Street intersection, the applicant shall re-stripe the northbound 6th Street approach to the intersection to provide one through lane and one combination through-right turn lane, and optimize signal timing. The applicant shall also pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS D (35.3 seconds delay) in the a.m. peak hour and the delay would be reduced to 142.7 seconds (although the level of service would remain at LOS F) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p>	<p>Pay a fair share to contribution for future implementation of the roadway improvements stated in MM 6.12-1(k).</p>	<p>Project Applicant.</p>	<p>Prior to issuing building permits.</p>	<p>Development Services/ City Department of Transportation.</p>	

<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
<p>l) At the 7<sup>th</sup> Street / H Street intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown. With implementation of this mitigation measure, the level of service would be improved to LOS C (31.2 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-15.</p>	<p>Pay a fair share contribution to modify signal timing and monitoring.</p>	<p>Project Applicant/City Department of Transportation.</p>	<p>Prior to issuing building permits.</p>	<p>Development Services/ City Department of Transportation.</p>	
<p>m) At the Jibboom Street / I Street intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown. With implementation of this mitigation measure, the delay would be reduced to 109.0 seconds delay (although the level of service would remain at LOS F) in the p.m. peak hour. To further mitigate the impact would require widening of the elevated bridge structures to add vehicle lanes to increase vehicle capacity. The costs for such improvement cannot be justified because the improvements would be temporary as the Plan proposes to replace the Jibboom Street structure with an elevated connection from Bercut Drive.</p>	<p>Pay a fair share contribution to modify signal timing and monitoring.</p>	<p>Project Applicant/City Department of Transportation.</p>	<p>Prior to issuing building permits.</p>	<p>Development Services/ City Department of Transportation.</p>	
<p>n) At the 5<sup>th</sup> Street / I Street intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown. With implementation of this mitigation measure, the level of service would be improved to LOS C (31.5 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-15.</p>	<p>Pay a fair share contribution to modify signal timing and monitoring.</p>	<p>Project Applicant City Department of Transportation.</p>	<p>Prior to issuing building permits.</p>	<p>Development Services/ City Department of Transportation.</p>	
<p>o) At the 6<sup>th</sup> Street / I Street intersection, the City shall prohibit parking during the p.m. peak hour for 100 feet along the right side of westbound I Street to provide one combination through-left lane, two through lanes, and one-combination through-right lane; and optimize signal timing. The applicant shall pay a fair share of this mitigation measure and shall pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p>	<p>Pay a fair share contribution to construct the roadway improvements set forth in MM 6.12-1(o).</p>	<p>Project Applicant.</p>	<p>Prior to issuing building permits.</p>	<p>Development Services/ City Department of Transportation.</p>	

**RAILYARDS PROJECT**

**MITIGATION MONITORING AND REPORTING PLAN**

Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
<p>With implementation of this mitigation measure, the delay would be reduced to 52.0 seconds (although the level of service would remain at LOS D) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable. These results are shown in Table 6.12-15.</p>	<p>Install improvements identified in MM 6.12-1(o).</p>	<p>City Department of Transportation.</p>	<p>As warranted.</p>	<p>Development Services/ City Department of Transportation.</p>	
<p>p) At the 3<sup>rd</sup> Street / J Street intersection, the City shall provide, or cause to be provided, conversion of one southbound left-turn lane to a through lane to provide two through lanes and one left-turn lane; conversion of the eastbound combination through-right lane to an exclusive right-turn lane to provide one combination left-through lane, two through lanes, and one right-turn lane; and optimize signal timing. The applicant shall pay a fair share of this mitigation measure and shall pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p>	<p>Pay a fair share to contribution for future implementation of the roadway improvements stated in MM 6.12-1(p).</p>	<p>Project Applicant</p>	<p>Prior to issuing building permits.</p>	<p>Development Services/City Department of Transportation.</p>	
<p>With implementation of this mitigation measure, the level of service would be improved to LOS D (50.8 seconds delay) in the a.m. peak hour and LOS C (32.5 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-15.</p>	<p>Install improvements identified in MM 6.12-1(p).</p>	<p>City Department of Transportation.</p>	<p>As warranted.</p>	<p>Development Services/City Department of Transportation.</p>	
<p>q) At the 3<sup>rd</sup> Street / L Street intersection, the City shall provide, or cause to be provided, conversion of one northbound through lane to a left-turn lane to provide two left-turn lanes and one through lane; conversion of southbound combination through-right lane to an exclusive right-turn lane to provide two through lanes and one right-turn lane; and optimize signal timing. The applicant shall pay a fair share of this mitigation measure and shall pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p>	<p>Pay a fair share to contribution for future implementation of the roadway improvements stated in MM 6.12-1(q).</p>	<p>Project Applicant.</p>	<p>Prior to issuing building permits.</p>	<p>Development Services/City Department of Transportation.</p>	
<p>With implementation of this mitigation measure, the level of service would be improved to LOS C (25.4 seconds delay) in the a.m. peak hour and LOS D (44.6 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-15.</p>	<p>Install improvements identified in MM 6.12-1(q).</p>	<p>City Department of Transportation.</p>	<p>As warranted.</p>	<p>Development Services/City Department of Transportation.</p>	

<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
r) At the 5 <sup>th</sup> Street / Capitol Mall intersection, the City shall optimize the signal timing in the a.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown. With implementation of this mitigation measure, the level of service would be improved to LOS C (20.3 seconds delay) in the a.m. peak hour. These results are shown in Table 6.12-15.	Pay a fair share to contribution for future implementation of the roadway improvements stated in MM 6.12-1(r).	Project Applicant/City Department of Transportation.	Prior to issuing building permits.	Development Services/ City Department of Transportation.	
6.12-6 The project applicant shall coordinate with RT to provide modifications to both bus and light rail services and to help fund necessary improvements in order to serve the transit demand generated by the Initial Phase. The project applicant shall also dedicate right of way for the Downtown Natomas Airport (DNA) light rail system for the alignment and station located within the Specific Plan Area and pay a fair share contribution to fund construction of the DNA light rail system to mitigate the impacts of the Project on transit capacity.	Verify RT has been consulted with to provide adequate bus and light rail service to the site and that applicant pays a fair share contribution to help fund the local share of the DNA project costs.	Project Applicant/ Regional Transit.	Prior to project occupancy.	Development Services/City Department of Transportation/ Regional Transit.	
6.12-7 The applicant shall be required to prepare site plans showing all required bikeway facilities in compliance with City of Sacramento Standards. The Project entitlements shall be conditioned to provide the required bikeway facilities as part of improvement plan which includes alternate on-street and separated bikeway facilities that connect to the City's bicycle network. The project applicant shall work with the City to ensure that the proposed bikeway facilities would achieve the intent of the Bikeway Master Plan and meet the City's standards. Modifications to the proposed bikeways shall be made to satisfy the requirements of the City.	Prepare site plans with bikeway facilities and work with the City to meet the intent of the Bikeway Master Plan.	Project Applicant.	Prior to the approval of the site plans.	Development Services.	
6.12-8 Pursuant to Title 16 (Subdivisions) and Title 18 (Development Requirements) of the City of Sacramento Municipal Code, the Initial Phase shall be conditioned to provide all frontage improvements which include sidewalks, gutters and planters to the satisfaction of Development Engineering Division.	Verify that the plans for sidewalks, gutters, and planters meet the satisfaction of the Development Engineering Division.	Project Applicant.	Prior to the approval of site plans.	Development Services/ Development Engineering Division	

**RAILYARDS PROJECT**

**MITIGATION MONITORING AND REPORTING PLAN**

Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
<p>6.12-9 In compliance with the Urban Permit Process and CEQA Conformity Report set forth in the Railyards SPD for development within the Railyards Specific Plan, all applications must include a parking management plan for City review to ensure adequate parking capacity based on the goals and objectives of the Central City Parking Master Plan adopted by the City Council in September 2006. Accordingly, more or less parking may be appropriate in a particular location based on factors such as geographic location, residential density, employment density, land use mix, transit accessibility, walkability, housing tenure and demographics, parking pricing or unbundling (parking sold or rented separately from building space). Parking management strategies may include:</p> <ul style="list-style-type: none"> <li>▪ <b>Shared Parking:</b> A parking facility may serve multiple uses or destinations, particularly if destinations have different peak periods, or if they share patrons so that motorists park at one facility and walk to multiple destinations.</li> <li>▪ <b>Parking Regulations:</b> Parking facilities may control who, when and how long they may be used in particular locations in order to prioritize parking facility use.</li> <li>▪ <b>Remote Parking and Shuttle Service:</b> Shuttles or free transit service may be provided to connect destinations with remote parking facilities, allowing them to be farther apart than typical.</li> <li>▪ <b>Walking and Cycling Improvements:</b> Improved walking conditions expand the range of parking facilities that serve a destination and increase the feasibility of shared parking facilities and use of remote parking facilities. Parking in one location and walking rather than driving to other destinations reduces vehicle trips and the amount of parking required at each destination. Walking and cycling improvements allow these modes to substitute for some automobile trips, and they encourage transit use, since most transit trips involve walking or cycling links.</li> </ul>	<p>Verify that development applications within the SPD include a parking management plan and that adequate parking is provided, according to City standards.</p>	<p>Project Applicant.</p>	<p>Prior to the approval of site plans.</p>	<p>Development Services.</p>	

<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
<ul style="list-style-type: none"> <li>▪ <u>Transportation Demand Management</u>: Strategies for transportation demand management ("TDM") can increase transportation system efficiency by changing travel behavior – frequency, mode, destination or timing (e.g., shifting from peak to off-peak). TDM strategies are numerous, and may include alternative work schedules, bicycle improvements, bike/transit integration, security improvements, park &amp; ride, pedestrian improvements, ridesharing, shuttle services, improved taxi service, telecommuting, traffic calming, and transit improvements.</li> <li>▪ <u>Parking Facility Design and Operation</u>: The physical layout, construction and day-to-day management of parking facilities can integrate them into communities, improve the quality of service experience by users, support parking management, and may be used to address specific problems.</li> </ul> <p>The parking management strategy for the Initial Phase will include provision of bicycle parking capacity consistent with City Code requirements.</p> <p>A well-constructed parking management plan for the Initial Phase and the provision of on-street parking will reduce the potential for increased congestion resulting from an inadequate parking supply. The number of on-street parking spaces has not been established and is not estimated to make up for the shortfall in the off-street parking supply. In addition, even a well-constructed parking management plan cannot be certain to eliminate the need for motorists to circulate to find parking. Therefore, the project will be required to provide parking consistent with the goals of the Central City Parking Master plan, after mitigation the impact on motor vehicle parking would be less than significant.</p>					

<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
6.12-10					
a) At the I-5 SB off-ramp / Richards Boulevard intersection, optimizing signal timing would lessen the project impact; however, to further mitigate the impact would require widening of the freeway ramp to add an additional lane to the west. Freeway ramps are not under the jurisdiction of the City but are subject to Caltrans' jurisdiction. In addition, to implement this mitigation measure would require acquisition of additional right of way for a new lane. Additional widening of Richards Boulevard would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.	Optimize signal timing at I-5 southbound off-ramp/Richards Boulevard intersection.	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	
b) At the I-5 NB on-ramp / Richards Boulevard intersection, optimizing signal timing would lessen the project impact; however, to further mitigate the project impact would require widening of the freeway on-ramp and acquisition of right-of-way. Freeway ramps are not under the jurisdiction of the City but are subject to Caltrans' jurisdiction. In addition, to implement this mitigation measure would require acquisition of additional right of way for a new lane. Additional widening of Richards Boulevard would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.	Optimize signal timing at I-5 northbound on-ramp/Richards Boulevard intersection.	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	

<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
c) At the Bercut Drive / Richards Boulevard intersection, Mitigation Measure 6.12-1(b), supplemented by signal timing modifications, would lessen the project impact. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard. To further mitigate the project impact would require further widening of Richards Boulevard which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.	Optimize signal timing at Bercut Drive/Richards Boulevard intersection.	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	
d) At the 7 <sup>th</sup> Street / Richards Boulevard intersection, Mitigation Measure 6.12-1(d), supplemented by signal timing modifications, would lessen the project impact. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard. To further mitigate the project impact would require further widening of Richards Boulevard which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.	Optimize signal timing at 7 <sup>th</sup> Street/Richards Boulevard intersection.	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	
e) At the 12 <sup>th</sup> /N 16 <sup>th</sup> Streets / Richards Boulevard intersection, mitigating the project impact would entail widening of 12 <sup>th</sup> Street, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.					

## RAILYARDS PROJECT

## MITIGATION MONITORING AND REPORTING PLAN

Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
f) At the Bercut Drive/Bannon Street intersection, Mitigation Measure 6.12-1(f), supplemented by signal timing modifications, would lessen the project impact. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Bercut Drive. To further mitigate the project impact would require further widening of Bercut Drive which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.	Optimize signal timing at Bercut Drive/Bannon Street intersection.	City	As warranted.	Development Services/City Department of Transportation/Caltrans.	
g) At the North 10 <sup>th</sup> Street / North B Street intersection, the City shall install, or cause to be installed, a traffic signal, and optimize signal timing. The applicant shall pay a fair share of this mitigation measure and shall pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along North B Street.  With implementation of this mitigation measure, the level of service would be improved to LOS A (7.4 seconds delay) in the a.m. peak hour and to LOS B (10.6 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-21.	Install signal and optimize timing at North 10 <sup>th</sup> Street/North B Street intersection.	City	As warranted.	Development Services/City Department of Transportation/Caltrans.	
h) At the 12 <sup>th</sup> Street / North B Street intersection, the City shall optimize signal timing. The applicant shall pay a fair share of this mitigation measure and shall pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along North B Street.	Optimize signal timing at 12 <sup>th</sup> Street/North B Street intersection.	City	As warranted.	Development Services/City Department of Transportation/Caltrans.	

RAILYARDS PROJECT					
MITIGATION MONITORING AND REPORTING PLAN					
Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
<p>With implementation of this mitigation measure, delay would be slightly reduced but the intersection would continue to operate at LOS F during both the a.m. and p.m. peak hours. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p>					
<p>i) At the 16<sup>th</sup> Street / North B Street intersection, mitigating the project impact would require widening of 16<sup>th</sup> Street which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p>					
<p>j) At the 7<sup>th</sup> Street / Railyards Boulevard intersection, implementation of Mitigation Measure 6.12-1(h) and optimizing signal timing would reduce the impact. Therefore, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (20.2 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-21.</p>	Optimize signal timing at 7 <sup>th</sup> Street/ Railyards Boulevard intersection	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	
<p>k) At the 7<sup>th</sup> Street / F Street intersection, the City shall optimize the signal timing in the a.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (32.5 seconds delay) in the a.m. peak hour. These results are shown in Table 6.12-21.</p>	Optimize signal timing at 7 <sup>th</sup> Street/ F Street intersection	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	

<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
<p>i) At the 5th Street / G Street intersection, implementation of Mitigation Measure 6.12-1(i) and optimizing signal timing would reduce the impact. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS B (17.5 seconds delay) in the a.m. peak hour and to LOS D (37.3 seconds delay) in the p.m. peak hour, thus the impact would remain significant and unavoidable. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies.</p>	<p>Optimize signal timing at 5th Street/ G Street intersection</p>	<p>City</p>	<p>As warranted.</p>	<p>Development Services/City Department of Transportation/ Caltrans.</p>	
<p>m) At the 6th Street / G Street intersection, implementation of Mitigation Measure 6.12-1(j), supplemented by signal timing modifications, would lessen the project impact. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies.</p>	<p>Optimize signal timing at 6th Street/ G Street intersection</p>	<p>City</p>	<p>As warranted.</p>	<p>Development Services/City Department of Transportation/ Caltrans.</p>	
<p>n) At the 6<sup>th</sup> Street / H Street intersection, implementation of Mitigation Measure 6.12-1(k), supplemented by signal timing modifications, would lessen the project impact. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p>	<p>Optimize signal timing at 6<sup>th</sup> Street/ H Street intersection</p>	<p>City</p>	<p>As warranted.</p>	<p>Development Services/City Department of Transportation/ Caltrans.</p>	

**RAILYARDS PROJECT**

**MITIGATION MONITORING AND REPORTING PLAN**

<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
<p>o) At the 7<sup>th</sup> Street / H Street intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS D (40.9 seconds delay) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p>	Optimize signal timing at 7 <sup>th</sup> Street/ H Street intersection	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	
<p>p) At the 8<sup>th</sup> Street / H Street intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (32.7 seconds delay) in the a.m. peak hour. These results are shown in Table 6.12-21.</p>	Optimize signal timing at 8 <sup>th</sup> Street/ H Street intersection	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	
<p>q) At the Jibboom Street / I Street intersection, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (30.8 seconds delay) in the a.m. peak hour and the delay would be reduced to 139.4 seconds delay (although the level of service would remain at LOS F) in the p.m. peak hour. To further mitigate the impact would require widening of the elevated bridge structures to add vehicle lanes to increase vehicle capacity. The costs for such improvement cannot be justified because the improvements would be temporary as the Plan proposes to replace the Jibboom Street structure with an elevated connection from Bercut Drive.</p>	Optimize signal timing at Jibboom Street/I Street intersection	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	

<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
<p>r) At the 5th Street/ I Street intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (31.0 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-21.</p>	Optimize signal timing at 5th Street/ I Street intersection	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	
<p>s) At the 6<sup>th</sup> Street/ I Street intersection, implementation of Mitigation Measure 6.12-1(o), supplemented by signal timing modifications, would lessen the project impact. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS D (46.3 seconds delay) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p>	Implement MM 6.12-1(o) and optimize signal timing at 6 <sup>th</sup> Street/ I Street intersection	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	
<p>t) At the 3<sup>rd</sup> Street/ J Street intersection, implementation of Mitigation Measure 6.12-1(p), supplemented by signal timing modifications, would lessen the project impact. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p>	Implement MM 6.12-1(p) and optimize signal timing at 3 <sup>rd</sup> Street/ J Street intersection	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	

<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
<p>With implementation of this mitigation measure, the level of service would be improved to LOS E (73.4 seconds delay) in the a.m. peak hour and to LOS D (39.2 seconds delay) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p> <p>u) At the 3<sup>rd</sup> Street/ L Street intersection, implementation of Mitigation Measure 6.12-1(q), supplemented by signal timing modifications in the p.m. peak hour, would lessen the project impact. Therefore, the City shall optimize the signal timing in p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (28.1 seconds delay) in the a.m. peak hour and the delay would be reduced to 82.9 seconds (although the level of service would remain at LOS F) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p> <p>v) At the 5th Street/ Capitol Mall intersection, the City shall optimize the signal timing in the a.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (21.0 seconds delay) in the a.m. peak hour. These results are shown in Table 6.12-21.</p>	<p>Implement MM 6.12-1(q) and optimize signal timing at 3<sup>rd</sup> Street/ L Street intersection</p> <p>Optimize signal timing at 5th Street/ Capitol Mall intersection</p>	<p>City</p> <p>City</p>	<p>As warranted.</p> <p>As warranted.</p>	<p>Development Services/City Department of Transportation/ Caltrans.</p> <p>Development Services/City Department of Transportation/ Caltrans.</p>	
6.12-15 Implement Mitigation Measure 6.12-6.	See MM 6.12-6.	See MM 6.12-6.	See MM 6.12-6.	See MM 6.12-6.	

<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
<p>6.12-16</p> <p>a) At the I-5 SB Ramps / Richards Boulevard intersection, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard. With implementation of this mitigation measure, the level of service would be improved to LOS C (29.8 seconds delay) in the a.m. peak hour and the delay would be reduced to 63.2 seconds (LOS E) in the p.m. peak hour. To further mitigate the impact of the Initial Phase would require widening of the freeway ramp and acquisition of right-of-way, which is under Caltrans jurisdiction, and is not a feasible mitigation measure for the reasons set out in Mitigation Measure 6.12-1(a). These results are shown in Table 6.12-26.</p>	<p>Optimize signal timing at I-5 SB Ramps/Richards Boulevard intersection.</p>	<p>City</p>	<p>As warranted.</p>	<p>Development Services/City Department of Transportation/ Caltrans.</p>	
<p>b) At the I-5 NB Ramps/ Richards Boulevard intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS D (49.6 seconds delay) in p.m. peak hour. To further mitigate the impact of the Initial Phase would require widening of the freeway on-ramp and acquisition of right-of-way, which is under Caltrans jurisdiction, and is not a feasible mitigation measure for the reasons set out in Mitigation Measure 6.12-1(b). These results are shown in Table 6.12-26.</p>	<p>Optimize signal timing at I-5 NB Ramps / Richards Boulevard intersection.</p>	<p>City</p>	<p>As warranted.</p>	<p>Development Services/City Department of Transportation/ Caltrans.</p>	

<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
<p>c) At the Bercut Drive/ Richards Boulevard intersection, the City shall install, or cause to be installed, one westbound through lane to provide one left-turn lane, four through lanes and one combination through-right lane; re-striping the northbound Bercut Drive approach to provide one left turn lane and one left-through lane; split phasing for northbound and southbound Bercut Drive; and optimize signal timing. The City has included the cost of this improvement in its approved Richards Boulevard Area Plan and Facility Element and the project applicant shall provide "fair-share" funding for this improvement through payment of traffic impact fees in accordance with the Railyards Financing Plan. The applicant's fair share contribution shall be calculated pro rata, on a per unit and/or square foot basis, based upon the land uses identified in development applications submitted to the City. The fair share contribution shall be paid to the City prior to the issuance of building permits.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS B (17.7 seconds delay) in the a.m. peak hour and LOS D (39.6 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-26.</p>	<p>Install specified improvements at the Bercut Drive / Richards Boulevard intersection.</p>	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	
<p>d) At the 5th Street / Richards Boulevard intersection, the City shall install, or cause to be installed, one westbound through lane to provide one left-turn lane, four through lanes and one combination through-right lane; modify the northbound 5<sup>th</sup> Street approach to provide one left turn lane and two through lanes, and optimize signal timing. The City has included the cost of this improvement in its approved Richards Boulevard Area Plan and Facility Element and the project applicant shall provide "fair-share" funding for this improvement through payment of traffic impact fees in accordance with the Railyards Financing Plan. The applicant's fair share contribution shall be calculated pro rata, on a per unit and/or square foot basis, based upon the land uses identified in development applications submitted to the City. The fair share contribution shall be paid to the City prior to the issuance of building permits.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (20.4 seconds delay) in the a.m. peak hour and to LOS C (37.3 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-26.</p>	<p>Install specified improvements at the 5th Street / Richards Boulevard intersection.</p>	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	

<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
e) At the 10 <sup>th</sup> Street/ Richards Boulevard intersection, the City shall re-stripe the northbound 10 <sup>th</sup> Street approach to the intersection to provide two left turn lanes and one through lane, and optimize signal timing. The applicant shall also pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Railyards Boulevard.  With implementation of this mitigation measure, the level of service would be improved to LOS C (22.9 seconds delay) in the a.m. peak hour and to LOS C (33.1 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-26.	Re-stripe as indicated at the 10 <sup>th</sup> Street / Richards Boulevard intersection.	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	
	Pay fair share	Applicant	Prior to issuance of building permit.	Development Services/City Department of Transportation/ Caltrans.	
f) At the I-5 Northbound ramps/ Bannon Street intersection, the City shall install, or cause to be installed, one eastbound through lane to provide one left-turn lane, three through lanes and one combination through-right lane; and optimize signal timing. The City has included the cost of this improvement in its approved Richards Boulevard Area Plan and Facility Element and the project applicant shall provide "fair-share" funding for this improvement through payment of traffic impact fees in accordance with the Railyards Financing Plan. The applicant's fair share contribution shall be calculated pro rata, on a per unit and/or square foot basis, based upon the land uses identified in development applications submitted to the City. The fair share contribution shall be paid to the City prior to the issuance of building permits.  With implementation of this mitigation measure, the level of service would be improved to LOS D (38.3 seconds delay) in the a.m. peak hour and LOS C (29.8 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-26.	Install specified improvements at the I-5 Northbound ramps/ Bannon Street intersection.	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	
	Pay fair share	Applicant	Prior to issuance of building permit.		
g) At the Bercut Drive/ Bannon Street intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.	Optimize signal timing at Bercut Drive / Bannon Street intersection.	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	

<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
<p>With implementation of this mitigation measure, the delay would be reduced to 39.2 seconds delay (although the level of service would remain at LOS D) in the p.m. peak hour. To further mitigate the impact would require additional widening of Bercut Drive, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable. These results are shown in Table 6.12-26.</p>	Pay fair share	Applicant	Prior to issuance of building permit.	Development Services/City Department of Transportation/ Caltrans.	
<p>h) At the N. 5th Street/ Bannon Street intersection, the City shall install, or cause to be installed, re-striping of the eastbound Bannon Street approach to provide one left turn lane, one combination left-through lane and three through lanes, and optimize signal timing. The City has included the cost of this improvement in its approved Richards Boulevard Area Plan and Facility Element and the project applicant shall provide "fair-share" funding for this improvement through payment of traffic impact fees in accordance with the Railyards Financing Plan. The applicant's fair share contribution shall be calculated pro rata, on a per unit and/or square foot basis, based upon the land uses identified in development applications submitted to the City. The fair share contribution shall be paid to the City prior to the issuance of building permits.</p>	Install specified improvements at the N. 5th Street / Bannon Street intersection.	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	
<p>With implementation of this mitigation measure, the level of service would be improved to LOS B (11.0 seconds delay) in the a.m. peak hour and to LOS C (21.0 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-26.</p>	Pay fair share	Applicant	Prior to issuance of building permit.		
<p>i) At the 12<sup>th</sup> Street/ Bannon Street intersection, the City shall optimize the signal timing during both the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of these signals to improve vehicle progression along 12<sup>th</sup> Street.</p>	Optimize signal timing at the 12 <sup>th</sup> Street / Bannon Street intersection.	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	

RAILYARDS PROJECT					
MITIGATION MONITORING AND REPORTING PLAN					
Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
<p>With implementation of this mitigation measure, the level of service would be improved to LOS D (52.1 seconds delay) in the a.m. peak hour and to LOS E (77.7 seconds delay) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p>	Pay fair share	Applicant	Prior to issuance of building permit.	Development Services/City Department of Transportation/ Caltrans.	
<p>j) At the 16<sup>th</sup> Street/ North B Street intersection, the City shall optimize the signal timing at both intersections during the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of these signals to improve vehicle progression along 16<sup>th</sup> Street.</p>	Optimize signal timing at the 16 <sup>th</sup> Street/ North B Street intersection.	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	
<p>With implementation of this mitigation measure, the level of service would be improved to LOS E (57.4 seconds delay) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p>	Pay fair share	Applicant	Prior to issuance of building permit.	Development Services/City Department of Transportation/ Caltrans.	
<p>k) At the Jibboom Street/ Railyards Boulevard intersection, the applicant shall re-stripe the westbound Railyards Boulevard approach to the intersection to provide one left turn lane and one combination left-through lane, and optimize signal timing. The applicant shall also pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Railyards Boulevard.</p>	Re-stripe as indicated and pay fair share at the Jibboom Street/ Railyards Boulevard intersection.	Applicant	Prior to issuance of building permit.	Development Services/City Department of Transportation/ Caltrans.	
<p>With implementation of this mitigation measure, the level of service would be improved to LOS B (10.1 seconds delay) in the a.m. peak hour and to LOS B (16.7 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-26.</p>					

<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
<p>l) At the Bercut Drive/ Railyards Boulevard intersection, the applicant shall re-stripe the westbound Railyards Boulevard approach to the intersection to provide one left turn lane and one combination left-through lane, and optimize signal timing. The applicant shall also pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Railyards Boulevard.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (21.9 seconds delay) in the a.m. peak hour and to LOS D (45.4 seconds delay) in the p.m. peak hour. To further mitigate the impact of the Initial Phase would entail widening of the roadways, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p>	Re-stripe as indicated at the Bercut Drive/ Railyards Boulevard intersection.	Applicant	Prior to issuance of building permit.	Development Services/City Department of Transportation/ Caltrans.	
<p>m) At the 5th Street/ Railyards Boulevard intersection, the City shall increase the cycle length at the intersection to 120 seconds, and optimize the signal timing during the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of these signals to improve vehicle progression along Railyards Boulevard.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS E (57.6 seconds delay) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies.</p>	Adjust signal timing and length at the 5th Street/ Railyards Boulevard intersection.  Pay fair share.	City  Applicant	As warranted.  Prior to issuance of building permit.	Development Services/City Department of Transportation/ Caltrans.  Development Services/City Department of Transportation/ Caltrans.	
<p>n) At the 6th Street/ Railyards Boulevard intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Railyards Boulevard.</p>	Optimize signal timing at 6th Street/ Railyards Boulevard intersection and pay fair share.	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	

<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
<p>With implementation of this mitigation measure, the level of service be improved to LOS C (32.0 seconds delay). These results are shown in Table 6.12-26.</p>	Pay fair share.	Applicant	Prior to issuance of building permit.	Development Services/City Department of Transportation/ Caltrans.	
<p>o) At the 7th Street/ Railyards Boulevard intersection, implementation of Mitigation Measure 6.12-1(h) and increasing the cycle length to 100 seconds in the p.m. peak hour would lessen the impact of the Initial Phase. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along 7<sup>th</sup> Street.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (31.1 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-26.</p>	<p>Implement MM 6.12-1(h), optimize signal timing at 7th Street/ Railyards Boulevard intersection and pay fair share.</p> <p>Pay fair share.</p>	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	
<p>p) At the 5th Street/ G Street intersection, implementation of Mitigation Measure 6.12-1(i) and optimizing signal timing would reduce the impact. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (20.1 seconds delay) in the a.m. peak hour and the delay would be reduced 89.9 seconds (although the level of service would remain at LOS F) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies.</p>	<p>Implement MM 6.12-1(h), optimize signal timing at 5th Street/ G Street intersection and pay fair share.</p> <p>Pay fair share.</p>	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	
		Applicant	Prior to issuance of building permit.	Development Services/City Department of Transportation/ Caltrans.	

## RAILYARDS PROJECT

## MITIGATION MONITORING AND REPORTING PLAN

Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
q) At the 6th Street/ G Street intersection, implementation of Mitigation Measure 6.12-1(j), supplemented by signal timing modifications, would lessen the impact of the Initial Phase. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.  With implementation of this mitigation measure, the level of service would be improved to LOS D (47.9 seconds delay) in the a.m. peak hour and the delay would be reduced 200.1 seconds (although the level of service would remain at LOS F) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies.	Implement MM 6.12-1(h), optimize signal timing at 6th Street/ G Street intersection and pay fair share.	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	
	Pay fair share.	Applicant	Prior to issuance of building permit.	Development Services/City Department of Transportation/ Caltrans.	
r) At the 7th Street/ G Street intersection, the City shall re-stripe the southbound approach to the intersection to provide two through lanes and one combination through-right lane, and optimize signal timing. The applicant shall also pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.  With implementation of this mitigation measure, the level of service would be improved to LOS C (32.6 seconds delay) in the a.m. peak hour and to LOS E (79.3 seconds delay) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.	Install identified improvements at the 7th Street/ G Street intersection	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	
	Pay fair share.	Applicant	Prior to issuance of building permit.	Development Services/City Department of Transportation/ Caltrans.	

<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
s) At the 6th Street/ H Street intersection, implementation of Mitigation Measure 6.12-1(k), supplemented by signal timing modifications, would lessen the impact of the Initial Phase. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.  With implementation of this mitigation measure, the level of service would be improved to LOS C (28.0 seconds delay) in the a.m. peak hour and to LOS F (141.6 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-26.	Implement MM 6.12-1(k), optimize signal timing at 6th Street/H Street intersection and pay fair share.	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	
	Pay fair share.	Applicant	Prior to issuance of building permit.	Development Services/City Department of Transportation/ Caltrans.	
t) At the 7th Street/ H Street intersection, implementation of Mitigation Measure 6.12-10(o), supplemented by signal timing modifications, would lessen the impact of the Initial Phase. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.  With implementation of this mitigation measure, the level of service would be improved to LOS B (15.2 seconds delay) in the a.m. peak hour and the delay would be reduced to 92.0 seconds (although the level of service would remain at LOS F) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.	Implement MM 6.12-10(o), optimize signal timing at 7th Street/H Street intersection and pay fair share.	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	
	Pay fair share.	Applicant	Prior to issuance of building permit.	Development Services/City Department of Transportation/ Caltrans.	
u) At the Jibboom Street/ I Street intersection, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.	Optimize signal timing at Jibboom Street/ I Street intersection and pay fair share.	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	

<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
	Pay fair share.	Applicant	Prior to issuance of building permit.	Development Services/City Department of Transportation/ Caltrans.	
v) At the 5th Street/ I Street intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.	Optimize signal timing at 5th Street/ I Street intersection and pay fair share.	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	
With implementation of this mitigation measure, the level of service would be improved to LOS D (44.2 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-26.	Pay fair share.	Applicant	Prior to issuance of building permit.	Development Services/City Department of Transportation/ Caltrans.	
w) At the 6th Street/ I Street intersection, implementation of Mitigation Measure 6.12-1(o), supplemented by signal timing modifications, would lessen the impact of the Initial Phase. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.	Optimize signal timing at 6th Street/ I Street intersection and pay fair share.	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	
With implementation of this mitigation measure, the delay would be reduced to 83.9 seconds (although the level of service would remain at LOS F) in the p.m. peak hour. These results are shown in Table 6.12-26.	Pay fair share.	Applicant	Prior to issuance of building permit.	Development Services/City Department of Transportation/ Caltrans.	
x) At the 7th Street/ I Street intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.	Optimize signal timing at 7th Street/ I Street intersection and pay fair share.	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	

<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
<p>With implementation of this mitigation measure, the level of service would be improved to LOS D (35.6 seconds delay) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p>	Pay fair share.	Applicant	Prior to issuance of building permit.	Development Services/City Department of Transportation/ Caltrans.	
<p>y) At the 3rd Street/ J Street intersection, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p>	Optimize signal timing at 3 <sup>rd</sup> Street/J Street intersection and pay fair share.	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	
<p>With implementation of this mitigation measure, the delay would be reduced to 167.0 seconds (although the level of service would remain at LOS F) in the a.m. peak hour and the delay would be reduced to 51.0 seconds (although the level of service would remain at LOS D) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p>	Pay fair share.	Applicant	Prior to issuance of building permit.	Development Services/City Department of Transportation/ Caltrans.	
<p>z) At the 3<sup>rd</sup> Street/ L Street intersection, implementation of Mitigation Measure 6.12-1(q), supplemented by signal timing modifications in the p.m. peak hour, would lessen the impact of the Initial Phase. Therefore, the City shall optimize the signal timing in p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p>	Optimize signal timing at 3 <sup>rd</sup> Street/L Street intersection and pay fair share.	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	
<p>With implementation of this mitigation measure, the level of service would be improved to LOS D (39.1 seconds delay) in the a.m. peak hour and the delay would be reduced to 126.7 seconds (although the level of service would remain at LOS F) in the p.m. peak hour. These results are shown in Table 6.12-26.</p>	Pay fair share.	Applicant	Prior to issuance of building permit.	Development Services/City Department of Transportation/ Caltrans.	

<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
<p>aa) At the 5th Street/ Capitol Mall intersection, the City shall optimize the signal timing in the a.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (23.5 seconds delay) in the a.m. peak hour. These results are shown in Table 6.12-26.</p>	<p>Optimize signal timing at 5th Street/ Capitol Mall intersection and pay fair share.</p> <p>Pay fair share.</p>	<p>City</p> <p>Applicant</p>	<p>As warranted.</p> <p>Prior to issuance of building permit.</p>	<p>Development Services/City Department of Transportation/ Caltrans.</p> <p>Development Services/City Department of Transportation/ Caltrans.</p>	
<p>bb) At the 3<sup>rd</sup> Street/ P Street intersection, the City shall increase the cycle length to 100 seconds during the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS D (39.4 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-26.</p>	<p>Optimize signal timing at 3<sup>rd</sup> Street/ P Street intersection and pay fair share.</p> <p>Pay fair share.</p>	<p>City</p> <p>Applicant</p>	<p>As warranted.</p> <p>Prior to issuance of building permit.</p>	<p>Development Services/City Department of Transportation/ Caltrans.</p> <p>Development Services/City Department of Transportation/ Caltrans.</p>	
<p>cc) At the Richards Boulevard/ 12<sup>th</sup> Street intersection, the City shall increase the cycle length to 150 seconds and optimize the signal timing at both intersections during both the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of these signals to improve vehicle progression along 12<sup>th</sup> Street.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS D (38.9 seconds delay) in the a.m. peak hour and to LOS C (23.6 seconds delay) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p>	<p>Optimize signal timing at Richards Boulevard/12<sup>th</sup> Street intersection and pay fair share.</p> <p>Pay fair share.</p>	<p>City</p> <p>Applicant</p>	<p>As warranted.</p> <p>Prior to issuance of building permit.</p>	<p>Development Services/City Department of Transportation/ Caltrans.</p> <p>Development Services/City Department of Transportation/ Caltrans.</p>	
6.12-21 Implement Mitigation Measure 6.12-6.	See MM 6.12-6.	See MM 6.12-6.	See MM 6.12-6.	See MM 6.12-6.	

<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
6.12-22					
a) At the I-5 SB off-ramp/ Richards Boulevard intersection, optimizing signal timing would lessen the impact of the Full Project; however, to further mitigate the impact would require widening of the freeway ramp to add an additional lane to the west and acquisition of right-of-way. Freeway ramps are under Caltrans jurisdiction and widening is not a feasible mitigation measure for the reasons set out in Mitigation Measure 6.12-1(a). The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.	Optimize signal timing at I-5 SB off-ramp / Richards Boulevard intersection and pay fair share.	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	
b) At the I-5 NB Ramps/ Richards Boulevard intersection, optimizing signal timing would lessen the impact of the Full Project; however, to further mitigate the project impact would require widening of the freeway on-ramp and acquisition of right-of-way. Freeway ramps are under Caltrans jurisdiction and widening is not a feasible mitigation measure for the reasons set out in Mitigation Measure 6.12-1(b). The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.	Optimize signal timing at I-5 NB Ramps/Richards Boulevard intersection and pay fair share.	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	
c) At the Bercut Drive/ Richards Boulevard intersection, implementation of Mitigation Measure 6.12-16(c), and optimizing signal timing would lessen the impact of the Full Project. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.	Implement MM 6.12-16(c), optimize signal timing at Bercut Drive / Richards Boulevard intersection and pay fair share.	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	
With implementation of this mitigation measure, the level of service would be improved to LOS B (18.7 seconds delay) in the a.m. peak hour and LOS D (39.8 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-31.	Pay fair share.	Applicant	Prior to issuance of building permit.	Development Services/City Department of Transportation/ Caltrans.	





<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
<p>j) At the 7<sup>th</sup> Street/ Bannon Street intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along 7<sup>th</sup> Street and Bannon Street.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (20.6 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-31.</p>	<p>Optimize signal timing at 7<sup>th</sup> Street / Bannon Street intersection and pay fair share.</p> <p>Pay fair share.</p>	<p>City</p> <p>Applicant</p>	<p>As warranted.</p> <p>Prior to issuance of building permit.</p>	<p>Development Services/City Department of Transportation/ Caltrans.</p>	
<p>k) At the 12<sup>th</sup> Street/ Bannon Street intersection, optimizing signal timing would lessen the impact of the Full Project during the p.m. peak hour but would not lessen the impact in the a.m. peak hour due to interaction with other signals along 12<sup>th</sup> Street that would also be reoptimized. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.</p>	<p>Optimize signal timing at 12<sup>th</sup> Street/ Bannon Street intersection, and pay fair share.</p>	<p>City</p>	<p>As warranted.</p>	<p>Development Services/City Department of Transportation/ Caltrans.</p>	
<p>l) At the 16<sup>th</sup> Street/ North B Street intersection, optimizing signal timing would lessen the impact of the Full Project. However, to further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.</p>	<p>Optimize signal timing at 16<sup>th</sup> Street/ North B Street intersection, and pay fair share.</p>	<p>City</p>	<p>As warranted.</p>	<p>Development Services/City Department of Transportation/ Caltrans.</p>	

<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
<p>m) At the Bercut Drive / South Park Street intersection, the applicant shall install an additional northbound lane to provide one through lane and one right turn lane or as an alternative to this mitigation measure the applicant shall install a signal.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS B (10.3 seconds delay) in the a.m. peak hour and to LOS C (20.2 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-31. With the implementation of the alternate signal mitigation, the intersection would improve to LOS A (9.1 seconds delay).</p>	<p>Install identified improvements at Bercut Drive / South Park Street intersection.</p>	<p>Applicant</p>	<p>Prior to issuance of building permit.</p>	<p>Development Services/City Department of Transportation/ Caltrans.</p>	
<p>n) At the Bercut Drive/ Railyards Boulevard intersection, implementation of Mitigation Measure 6.12-16(l), and optimizing signal timing would lessen the impact of the Full Project. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS B (14.4 seconds delay) in the a.m. peak hour and LOS B (14.7 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-31.</p>	<p>Implement MM 6.12-16(l), optimize signal timing at Bercut Drive/ Railyards Boulevard intersection, and pay fair share. Pay fair share.</p>	<p>City</p>	<p>As warranted.</p>	<p>Development Services/City Department of Transportation/ Caltrans.</p>	
<p>o) At the Crocker Street/ Railyards Boulevard intersection, the applicant shall install a traffic signal, modify the westbound lanes to provide one left turn lane and one combination through-right lane, and optimize signal timing. The applicant shall pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Railyards Boulevard.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS B (14.8 seconds delay) in the a.m. peak hour and to LOS B (17.4 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-31.</p>	<p>Install identified improvements at Crocker Street/ Railyards Boulevard intersection, and pay fair share.</p>	<p>Applicant</p>	<p>Prior to issuance of building permit.</p>	<p>Development Services/City Department of Transportation/ Caltrans.</p>	

<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
p) At the 6 <sup>th</sup> Street/ Railyards Boulevard intersection, optimizing signal timing would lessen the impact of the Full Project. However, to further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.	Optimize signal timing at 6 <sup>th</sup> Street/ Railyards Boulevard intersection, and pay fair share.	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	
q) At the 7 <sup>th</sup> Street/ Railyards Boulevard intersection, implementation of Mitigation Measure 6.12-16(o) and optimizing signal timing would lessen the impact of the Full Project. The applicant shall pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Railyards Boulevard.  With implementation of this mitigation measure, the level of service would be improved to LOS C (32.2 seconds delay) in the a.m. peak hour and to LOS C (28.8 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-31.	Implement MM 6.12-1(o), optimize signal timing at 7 <sup>th</sup> Street / Railyards Boulevard intersection, and pay fair share. Pay fair share.	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	
r) At the Bercut Drive/ Camille Lane intersection, the applicant shall install a traffic signal, and optimize signal timing. The applicant shall pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression. This intersection is located along a primary pedestrian/bicycle corridor linking the project to the Sacramento River trail. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies.	Install traffic signal, optimize signal timing at Bercut Drive/ Camille Lane intersection, and pay fair share.	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	

<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
s) At the 5th Street/ G Street intersection, implementation of Mitigation Measure 6.12-1(i) and optimizing signal timing would reduce the impact of the Full Project. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies.	Implement MM 6.12-1(i), optimize signal timing at 5th Street / G Street intersection, and pay fair share.	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	
t) At the 6th Street/ G Street intersection, implementation of Mitigation Measure 6.12-1(j), supplemented by signal timing modifications, would lessen the impact of the Full Project. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies.	Implement MM 6.12-1(j), optimize signal timing at 6th Street / G Street intersection, and pay fair share.	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	
u) At the 7 <sup>th</sup> Street/ G Street intersection, implementation of Mitigation Measure 6.12-16(r), supplemented by signal timing modifications, would lessen the impact of the Full Project. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.	Implement MM 6.12-16(r), optimize signal timing at 6th Street / G Street intersection, and pay fair share.	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	

<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
v) At the 6th Street / H Street intersection, implementation of Mitigation Measure 6.12-1(k), supplemented by signal timing modifications, would lessen the impact of the Full Project. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.	Implement MM 6.12-1(k), optimize signal timing at 6th Street / H Street intersection, and pay fair share.	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	
w) At the 7th Street / H Street intersection, implementation of Mitigation Measure 6.12-10(o), supplemented by signal timing modifications, would lessen the impact of the Full Project. Therefore, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.	Implement MM 6.12-10(o), optimize signal timing at 7th Street/ H Street intersection, and pay fair share.	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	
x) At the 16 <sup>th</sup> Street / H Street intersection, optimizing signal timing would lessen the impact of the Full Project. However, to further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.	Optimize signal timing at 16 <sup>th</sup> Street/ H Street intersection, and pay fair share.	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	

RAILYARDS PROJECT					
MITIGATION MONITORING AND REPORTING PLAN					
Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
y) At the Jibboom Street / I Street intersection, no feasible mitigation measure was identified that would lessen the impact of the Full Project. To mitigate the impact would require widening of the existing and/or proposed elevated bridge structures to add vehicle lanes to increase vehicle capacity. The costs for such improvement cannot be justified because the improvements would be temporary as the Plan proposes to replace the Jibboom Street structure with an elevated connection from Bercut Drive.					
z) At the 3 <sup>rd</sup> Street / I Street intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along 7 <sup>th</sup> Street and Bannon Street.  With implementation of this mitigation measure, the level of service would be improved to LOS C (29.5 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-31.	Optimize signal timing at 3 <sup>rd</sup> Street/ I Street intersection, and pay fair share.  Pay fair share.	City  Applicant	As warranted.  Prior to issuance of building permit.	Development Services/City Department of Transportation/ Caltrans.  Development Services/City Department of Transportation/ Caltrans.	
aa) At the 6th Street/I Street intersection, implementation of Mitigation Measure 6.12-1(o), supplemented by signal timing modifications, would lessen the impact of the Full Project. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.  With implementation of this mitigation measure, the level of service would be improved to LOS C (31.1 seconds delay) in the a.m. peak hour and to LOS E (78.1 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-31.	Implement MM 6.12-1(o), optimize signal timing at 6th Street/I Street intersection, and pay fair share.  Pay fair share.	City  Applicant	As warranted.  Prior to issuance of building permit.	Development Services/City Department of Transportation/ Caltrans.  Development Services/City Department of Transportation/ Caltrans.	

<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
bb) At the 7 <sup>th</sup> Street / I Street intersection, optimizing signal timing would lessen the impact of the Full Project. However, to further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.	Optimize signal timing at 7 <sup>th</sup> Street/ I Street intersection, and pay fair share.	City	As warranted	Development Services/City Department of Transportation/ Caltrans.	
cc) At the 3 <sup>rd</sup> Street / J Street intersection, optimizing signal timing would lessen the impact of the Full Project. However, to further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.	Optimize signal timing at 3 <sup>rd</sup> Street/ J Street intersection, and pay fair share.	City	As warranted	Development Services/City Department of Transportation/ Caltrans.	
dd) At the 3rd Street / L Street intersection, implementation of Mitigation Measure 6.12-16(q), supplemented by signal timing modifications in the p.m. peak hour, would lessen the impact of the Full Project. Therefore, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.  With implementation of this mitigation measure, the delay would be reduced to 123.3 seconds (although the level of service would remain at LOS F) in the p.m. peak hour. These results are shown in Table 6.12-31.	Implement MM 6.12-16(q), optimize signal timing at 3rd Street/ L Street intersection, and pay fair share.  Pay fair share.	City  Applicant	As warranted.  Prior to issuance of building permit.	Development Services/City Department of Transportation/ Caltrans.  Development Services/City Department of Transportation/ Caltrans.	

<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
<p>ee) At the 3rd Street / P Street intersection, implementation of Mitigation Measure 6.12-16(bb), supplemented by signal timing modifications in the p.m. peak hour, would lessen the impact of the Full Project. Therefore, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS D (46.2 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-31.</p>	<p>Implement MM 6.12-16(bb), optimize signal timing at 3rd Street/ P Street intersection, and pay fair share.</p> <p>Pay fair share.</p>	<p>City</p> <p>Applicant</p>	<p>As warranted.</p> <p>Prior to issuance of building permit.</p>	<p>Development Services/City Department of Transportation/ Caltrans.</p> <p>Development Services/City Department of Transportation/ Caltrans.</p>	
<p>ff) At the Richards Boulevard / 12<sup>th</sup> Street intersection, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along 12<sup>th</sup> Street.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (35.0 seconds delay) in the a.m. peak hour and to LOS C (20.6 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-31.</p>	<p>Optimize signal timing at Richards Boulevard / 12<sup>th</sup> Street intersection, and pay fair share.</p> <p>Pay fair share.</p>	<p>City</p> <p>Applicant</p>	<p>As warranted.</p> <p>Prior to issuance of building permit.</p>	<p>Development Services/City Department of Transportation/ Caltrans.</p> <p>Development Services/City Department of Transportation/ Caltrans.</p>	
6.12-27 Implement of Mitigation Measure 6.12-6. Additionally, the project applicant shall coordinate with RT to provide modifications to both bus and light rail services and to help fund necessary improvements in order to serve the transit demand generated by the Full Project.	See MM 6.12-6.	See MM 6.12-6.	See MM 6.12-6.	See MM 6.12-6.	
6.12-28 Implement Mitigation Measure 6.12-7.	See MM 6.12-7.	See MM 6.12-7.	See MM 6.12-7.	See MM 6.12-7.	
6.12-29 Pursuant to Title 16 (Subdivisions) and Title 18 (Development Requirements) of the City of Sacramento Municipal Code, the Full Project shall be conditioned to provide all frontage improvements which include sidewalks, gutters and planters to the satisfaction of Development Engineering Division.	<p>Verify that improvements including sidewalks, gutters, and planters, are provided to the satisfaction of the Development Engineering Division.</p>	Project Applicant.	Prior to issuing of building permits.	Development Services/ Development Engineering Division.	

<b>RAILYARDS PROJECT</b>					
<b>MITIGATION MONITORING AND REPORTING PLAN</b>					
<b>Mitigation Measure</b>	<b>Action</b>	<b>Implementing Party</b>	<b>Timing</b>	<b>Monitoring Party</b>	<b>Verification of Compliance</b>
6.12-30 The Full Project shall provide enough parking spaces to comply with City code requirements unless otherwise approved by the City.	Verify that adequate parking is provided, in compliance with the City Code.	Project Applicant.	Prior to final design approval.	Development Services.	
<b>6.13 Urban Design and Visual Resources</b>					
6.13-3 a) East of 6th Street, all exterior lighting and advertising (including signage) shall be directed onto the specific location intended for illumination (e.g., parking lots, driveways, and walkways) and shielded away from adjacent properties and public rights-of-way to minimize light spillover onto adjacent areas. Light structures for surface parking areas, vehicular access ways, and walkways shall not exceed a height of 25 feet. In addition, monument lighting and night-lit signage is prohibited on building facades that face existing residential neighborhoods.	Verify that all planned exterior lighting fixtures are shielded and that there is minimal spillover onto adjacent properties.	Project Applicant.	Prior to approval of final design.	Development Services.	
b) Prior to issuance of a Site Development Permit for each specific development project, the applicant shall submit a lighting plan to the Development Services Department for review and approval. The plan shall specify the lighting type and placement to ensure that the effects of security and other outdoor lighting are minimized on adjacent uses and do not create spillover effects.	Submit a lighting plan and verify that lighting types and placement minimize spillover.	Project Applicant.	Prior to issuing site development permits.	Development Services.	
c) Landscape illumination and exterior sign lighting shall follow the City's Municipal Code.	Verify that landscape and sign lighting comply with the Municipal Code.	Project Applicant.	Prior to approval of site development permits.	Development Services.	
6.13-4 Highly reflective mirrored glass walls shall not be used as a primary building material (no more than 35 percent) for building facades adjacent to major roadways. Instead, low emission (Low-E) glass shall be used in order to reduce the reflective qualities of the building, while maintaining energy efficiency.	Verify that highly reflective mirrored glass makes up no more than 35 percent of the building materials and that Low E glass is used on building façades.	Project Applicant.	Prior to issuing building permits.	Development Services/Public Works.	
6.13-8 Implement Mitigation Measure 6.13-4.	See MM 6.13-4.	See MM 6.13-4.	See MM 6.13-4.	See MM 6.13-4.	