



McKinley Village Project (P08-086)

SCH #2008082049

MITIGATION MONITORING PLAN

INTRODUCTION

The California Environmental Quality Act (CEQA) requires review of any project that could have significant adverse effects on the environment. In 1988, CEQA was amended to require monitoring or reporting on of mitigation measures adopted as part of the environmental review process.

The following is the Mitigation Monitoring Plan (MMP) for the McKinley Village project. The intent of the MMP is to aid the City of Sacramento in its implementation and monitoring of mitigation measures adopted from the McKinley Village Draft EIR.

MITIGATION MEASURES

The mitigation measures are taken from the McKinley Village Project Draft EIR ((and any text revisions included in the Final EIR) and are assigned the same number as in the Draft EIR. The MMP describes the actions that must take place to implement each mitigation measure, the timing of those actions, and the entities responsible for implementing and monitoring the actions.

MMP COMPONENTS

The components of the attached table, which contains applicable mitigation measures, are addressed briefly, below.

Impact: This column summarizes the impact stated in the Draft EIR.

Mitigation Measure: All mitigation measures that were identified in the McKinley Village project Draft EIR are presented, and numbered accordingly.

Action: For every mitigation measure, one or more actions are described. The actions delineate the means by which the mitigation measures will be implemented, and, in some instances, the criteria for determining whether a measure has been successfully implemented. Where mitigation measures are particularly detailed, the action may refer back to the measure.

Implementing Party: This identifies the entity that will undertake the required 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 project approval, project design or construction or on an ongoing basis. The timing for each measure is identified.

Monitoring Party: The City of Sacramento is primarily responsible for ensuring that mitigation measures are successfully implemented. Within the city, a number of departments and divisions would have responsibility for monitoring some aspect of the overall project. Other agencies, such as the Sacramento Metropolitan Air Quality Management District (SMAQMD), may also be responsible for monitoring the implementation of mitigation measures. As a result, more than one monitoring party may be identified.

Table 1 McKinley Village EIR Mitigation Monitoring Plan					
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4.1 Air Quality and Climate Change					
<p>4.1-1: The proposed project would result in short-term (construction) emissions of NO_x above 85 pounds per day.</p>	<p>4.1-1 (a) The following Enhanced Exhaust Control Practices shall be implemented to minimize NO_x emissions during all construction activities associated with the proposed project.</p> <ul style="list-style-type: none"> The project shall provide a plan for approval by the lead agency and the Sacramento Metropolitan Air Quality Management District (SMAQMD) demonstrating that the heavy-duty (50 horsepower [hp] or more) off-road vehicles to be used during construction, including owned, leased, and subcontractor vehicles, shall achieve a project-wide fleet-average 20% NO_x reduction and 45% particulate reduction compared to the most recent California Air Resources Board (CARB) fleet average. 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. The Sacramento Metropolitan Air Quality Management District's Construction Mitigation Calculator shall be used to identify an equipment fleet that achieves this reduction. The project representative shall submit to the lead agency and the Air District a comprehensive inventory of all off-road construction equipment, equal to or greater 	<p>Provide a plan demonstrating that the heavy-duty off-road vehicles to be used in construction would achieve a project wide fleet-average 20% NO_x reduction and 45% particulate reduction compared to the most recent CARB fleet average.</p>	<p>Project contractor</p>	<p>Prior to construction</p>	<p>Community Development Department/ SMAQMD</p>
		<p>Submit a comprehensive inventory of all off-road construction equipment on</p>	<p>Project contractor</p>	<p>Prior to and monthly during construction</p>	<p>SMAQMD/ Community Development</p>

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	<p>than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of project construction. The inventory shall include the horsepower rating, engine model year, and projected hours of use for each piece of 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 representative shall provide the Air District with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. The District's Model Equipment List can be used to submit this information.</p> <ul style="list-style-type: none"> The project shall ensure that emissions from all off-road diesel-powered equipment used on the project site do not exceed 40% opacity for more than 3 minutes in any 1 hour. Any equipment found to exceed 40% opacity (or Ringelmann 2.0) shall be repaired immediately. Noncompliant equipment will be documented and a summary provided to the lead agency and Air District monthly. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted 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 	<p>a monthly basis that shall be used an aggregate of 40 or more hours during any phase of the construction project.</p> <p>Ensure that all off-road diesel powered equipment used on the project site does not exceed 40% opacity for more than three minutes in any one hour. Conduct a weekly visual survey of equipment and a monthly summary provided to SMAQMD.</p>	<p>Project contractor</p>	<p>During construction</p>	<p>Department</p> <p>SMAQMD</p>

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	<p>summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The Air District and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supersede other Air District, state, or federal rules or regulations.</p> <ul style="list-style-type: none"> If at the time of construction, the Air District has adopted a regulation applicable to construction emissions, compliance with the regulation may completely or partially replace this mitigation. Consultation with the Air District prior to construction shall be required to make this determination. <p>(b) At the time grading permits are issued, the project applicant shall pay the SMAQMD off-site mitigation program fee, which shall be calculated based on the estimated amount of NO_x emissions that exceed 85 pounds per day during each day of project construction after onsite construction mitigation (both the Basic Construction Emission Control Practices and the Enhanced Exhaust Control Practices) is applied. In consultation with the SMAQMD staff, and prior to the issuance of a grading permit, a construction mitigation fee and associated administrative fee shall be calculated and paid to the SMAQMD. Fees shall be calculated using the Carl Moyer cost effectiveness rate as determined at the time grading permits are issued (currently \$17,460 per ton of NO_x) plus a 5% administrative fee, or the applicable fee amounts in effect at the time of permit/plan issuance.</p>	<p>Consultation with SMAQMD prior to and during construction shall be performed.</p> <p>Air District mitigation fees shall be calculated and paid accordingly.</p>	<p>Project contractor</p> <p>Project applicant</p>	<p>Prior to construction</p> <p>Prior to issuance of grading permit</p>	<p>SMAQMD</p> <p>Community Development Department</p>

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4.2 Biological Resources					
<p>4.2-1: The proposed project could have a substantial adverse effect, either directly or through habitat modifications, on a species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS; or substantially reduce the number or restrict the range of a special-status species.</p>	<p>4.2-1: Birds (a) Should construction activities begin during the breeding season (March 1 through September 15), a qualified biologist shall conduct appropriate pre-construction surveys for Swainson’s hawk, Cooper’s hawk, white-tailed kite, burrowing owl, purple martin, and other raptor and native bird nests within or immediately adjacent to the project site and all off-site improvement areas no more than 30 days before any construction activity commences. The pre-construction surveys shall be conducted between March and September and shall follow accepted survey protocols for these species. The purpose of the surveys will be to determine if active nests of special-status birds are present in the disturbance zone or within 500 feet of the disturbance zone boundary (and within 0.25 mile for Swainson’s hawks). If active nests are found, ground-disturbing activities within 300 feet of the nest (and up to 500 feet for most raptors, depending upon specific site conditions) shall be postponed or halted, at the discretion of the qualified biologist, until the nest is vacated and juveniles have fledged, as determined by the biologist. Limits of construction to avoid impacts to an active nest during construction activities shall be established in the field with flagging, fencing, or other appropriate barriers, and construction personnel shall be instructed on the sensitivity of nest areas. If active Swainson’s hawk nests are located within 0.25 mile of proposed construction activities, construction shall not begin, or shall be</p>	<p>Retain a qualified Biologist to perform surveys and monitoring for special status bird species and their habitat in the area of disturbance.</p>	<p>Project applicant/ Biologist</p>	<p>Prior to issuance of grading permit and during construction</p>	<p>Community Development Department</p>

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	<p>discontinued, until the project applicant has consulted with the California Department of Fish and Wildlife (CDFW) to determine the appropriate course of action, consistent with the guidance provided in the 1994 Staff Report Regarding Mitigation for Impacts to Swainson's Hawks in the Central Valley of California (CDFG 1994), to reduce potential impacts on nesting Swainson's and to determine under what circumstances construction activities can occur. Possible measures to reduce potential impacts could include creation of buffers, limits on the timing or location of use of construction equipment, limits on the types of equipment used to reduce noise intensity, etc. Equipment operation and construction activities shall be suspended until CDFW provides direction. If ground-disturbing activities are delayed, then additional pre-disturbance surveys shall be conducted such that no more than 7 days elapse between the survey and ground-disturbing activities. The qualified biologist shall serve as a construction monitor during those periods when construction activities are to occur near active nest areas to avoid inadvertent impacts to these nests.</p>				

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	<p>project applicant and a conservation operator and shall satisfy the requirements of applicable state law. The conservation easement(s) shall be reviewed by CDFW prior to the recordation. The conservation easements shall prohibit planting or maintenance of vineyards or orchards, corn, rice, or safflower and other crops inconsistent with the foraging value of the project area.</p> <p>The project applicant shall comply with and complete the above requirements, including City review and approval of a Swainson's hawk habitat management and monitoring plan in consultation with the California Department of Fish and Wildlife prior to the issuance of grading permits. The plan shall address, at a minimum, the following: crops and/or habitat types that will be planted and managed on the parcel; rotation and harvest schedule if crops are planted; and monitoring that will occur to ensure that the parcel is managed as Swainson's hawk habitat.-The plan operator shall prepare and submit a report to the Director, Community Development Department, City of Sacramento regarding habitat and operations of the mitigation site on an annual basis.</p> <p>(c) VELB: The project applicant shall implement avoidance, minimization, and compensation measures for VELB consistent with the Biological Opinion (June 2008) and Memorandum of Understanding (May 2008) with USFWS. These measures include the following:</p>	<p>Prepare a Swainson's Hawk Habitat Management and Monitoring Plan</p> <p>Cease operation at the site if VELB is encountered and immediately notify USFWS. The project applicant shall retain a</p>	<p>Project applicant</p> <p>Project applicant</p>	<p>Prior to the issuance of grading permits</p> <p>During construction</p>	<p>Community Development Department/ CDFW</p> <p>Community Development Department/ USFWS</p>

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	<p>Worker Environmental Awareness Program (WEAP) Training shall be conducted for all construction personnel by a USFWS-approved biologist prior to start of construction. WEAP shall include information on responsibilities regarding VELB, the life-history of the species, protections afforded under the FESA and potential penalties, and the protection measures identified in the Biological Opinion.</p> <p>A USFWS-approved biological monitor(s) shall inspect construction-related activities at the proposed site to ensure that no unauthorized take of federally listed VELB or destruction of their habitat occurs. The name(s) and resume(s) of the monitor(s) shall be submitted to USFWS 30 days prior to the start of construction. The monitor shall have the authority through communication with the resident engineer to stop all construction activities in the immediate area if a VELB is encountered during construction until appropriate corrective measures have been completed or until the VELB is determined to be unharmed. VELB encountered during construction activities shall be allowed to move away from the area on their own volition. The monitor shall notify USFWS immediately if any listed species are found on site.</p> <p>Project construction within 100 feet of elderberry shrubs shall be prohibited during the beetle emergence and mating period (March 15 through June 15) to eliminate any indirect effects on the beetle or its eggs.</p>	<p>USFWS-approved biological monitor to ensure no unauthorized take of the species during construction.</p> <p>Provide name/resume of biological monitor to USFWS 30 days prior to construction</p>	Project applicant	30 days prior to construction	Community Development Department/ USFWS

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	<p>Measures consistent with the current Construction Site Best Management Practices (BMPs) shall be implemented to minimize effects to the VELB during construction. BMPs shall be implemented to prevent sedimentation from entering environmentally sensitive areas (ESAs) and to reduce erosion, dust, noise and other deleterious aspects of construction-related activities. These BMPs may include, but are not limited to, silt fencing, temporary berms, restrictions on cleaning equipment in or near ESAs, installation of vegetative strips, and temporary sediment disposal. Runoff from dust control and hazardous materials shall be retained on the construction site and prevented from flowing into the ESAs.</p> <p>Roadways and areas disturbed by project activities within 100 feet of elderberry shrubs shall be watered at least twice a day to minimize dust emissions.</p> <p>During construction operations, the number of access routes, number and size of staging areas, and the total area of the proposed project activity shall be limited to the minimum necessary. Routes and boundaries shall be clearly demarcated. Movement of heavy equipment to and from the project site shall be restricted to established roadways to minimize habitat disturbance. Project-related vehicles shall observe a 20-miles-per-hour speed limit within construction areas, except on City and county roads and on state and federal highways. All heavy equipment, vehicles, and supplies shall be stored at the designated staging area at the</p>				

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	<p>end of each work period.</p> <p>During construction operations, stockpiling of construction materials, portable equipment, vehicles, and supplies shall be restricted to the designated construction staging areas and exclusive of the ESAs. The project applicant (or construction contractor) shall ensure contamination of habitat does not occur during such operations. All workers shall be informed of the importance of preventing spills and appropriate measures to take should a spill occur.</p> <p>No application of herbicides, insecticides, and/or other chemical agents shall occur within 100-feet of the elderberry plants or where they might drift or wash into the area of the elderberry plants. The project applicant shall require documentation from the contractor that aggregate, fill, or borrow material provided for the project was obtained in compliance with the Act.</p> <p>Prior to the commencement of construction activities, high visibility fencing shall be erected around the VELB habitat to identify them and protect designated ESAs from encroachment of personnel and equipment. These areas shall be avoided by all construction personnel. The fencing shall be inspected before each work day maintained by the project applicant until completion of the project. The fencing may be removed only when the construction of the project is complete.</p> <ul style="list-style-type: none"> Fencing shall be established at a minimum setback of 20 feet from the drip line of each elderberry shrub that is between 20 and 100 				

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	<p>feet of the proposed project construction activity. These shrubs shall not be removed or transplanted. There shall be no physical alterations of any type within the area enclosed by the fencing.</p> <ul style="list-style-type: none"> • Signs shall be posted every 50 feet along the edge of the ESA, with the following information: "This area is habitat of a federally threatened and/or endangered species, and must not be disturbed. These species are protected by the Endangered Species Act of 1973, as amended. Violators are subject to prosecution, fines, and imprisonment." The signs shall be clearly readable from a distance of 20 feet, and must be maintained for the duration of the construction. • A post construction walk-through shall be conducted to assess whether any damage occurred to vegetation within the buffer areas. Damage may include accidental cutting of vegetation or visible physical damage to roots, stems, and leaves. If damage is observed, vegetation within the buffer areas shall be restored with appropriate native plant species. Erosion control measures and exotic weed abatement measures shall be implemented. If unanticipated damage is done to elderberry shrubs, USFWS shall be notified and appropriate compensation shall be implemented. • After construction activities are complete, any temporary fill or construction debris shall be removed and disturbed areas restored to their pre-project conditions. An area subject to "temporary" disturbance includes an area 				

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	<p>that is disturbed during the project, but that, after project completion, shall not be subject to further disturbance and has the potential to be re-vegetated.</p> <ul style="list-style-type: none"> • Prior to the commencement of construction activities, the project proponent shall compensate for the temporary and permanent loss of habitat of the VELB as follows: <ul style="list-style-type: none"> ○ Shrubs that cannot be preserved in place shall be transplanted to an area that will have minimal human use and where associated native riparian species are located or an alternative USFWS-approved mitigation site. ○ Elderberry shrubs shall be transplanted when the plant is dormant (November 1 through February 14) to increase the success of the transplanting, if feasible. A qualified biologist shall be available to monitor transplanting activity. ○ If transplantation is not feasible during the dormant period (i.e., because of timing constraints), the number of elderberry seedlings and associated native plants shall be increased to an appropriate amount, based on consultation with USFWS. ○ Each elderberry stem measuring 1 inch or greater in diameter at ground level that is adversely affected (i.e., transplanted or destroyed) shall be replaced with elderberry seedlings 	<p>Provide proof credits purchased from a USFWS approved conservation bank</p>	<p>Project applicant</p>	<p>Prior to issuance of grading permit</p>	<p>Community Development Department/USFWS</p>

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<p>4.2-4: The proposed project could contribute to a cumulative loss of habitat for common and special-status wildlife species.</p>	<p>and seedlings of associated species, in accordance with the Conservation Guidelines. Elderberry seedlings or cutting shall be replaced at ratios ranging from 1:1 to 6:1 (see Table 4.2-4 in the DEIR).</p> <ul style="list-style-type: none"> ○ Associated native plants shall be planted at 1:1 or 2:1 ratios (see Table 4.2-5 in the DEIR). Stock of seedlings and/or cutting should be obtained from local sources. ○ Prior to ground-breaking activities at the project site, the project applicant shall purchase the required beetle habitat credits at a USFWS-approved conservation bank. Each credit purchased shall provide for the planting of five elderberry seedlings and five associated native plant seedlings. The project applicant proposed to purchase credits from Wildlands Inc., River Ranch Conservation Bank or another approved mitigation bank. <p>4.2-4 Implement Mitigation Measure 4.2-1(b).</p>				
4.3 Cultural Resources					
<p>4.3-1: Project construction could disturb, damage or</p>	<p>4.3-1 (a) If any cultural resources, such as structural</p>	Cease operation within	Project	During	Community

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destroy unidentified subsurface archaeological or historical resources as defined in CEQA Guidelines Section 15064.5.	features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains are encountered during any construction activities, the Contractor shall implement measures deemed necessary and feasible to avoid or minimize significant effects to the cultural resources including the following: <ul style="list-style-type: none"> ○ Suspend work within 100 feet of the find; and, ○ Immediately notify the City's Community Development Director and coordinate any necessary investigation of the site with a qualified archaeologist as needed to assess the resources (i.e., whether it is a "historical resource" or a "unique archaeological resource"); and, ○ Provide management recommendations should potential impacts to the resources be found to be significant; ○ Possible management recommendations for historical or unique archaeological resources could include resource avoidance or data recovery excavations, where avoidance is infeasible in light of project design or layout, or is unnecessary to avoid significant effects. ○ In addition, the Contractor in consultation with the Preservation Director, State Historic Preservation Officer, and if applicable, Tribal representatives, may include 	100 feet of discovery and immediately notify Community Development Department. The project applicant shall retain a qualified archeologist	applicant	construction	Development Department

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	<p>preparation of reports for resources identified as potentially eligible for listing in the California Register of Historical Resources.</p> <p>(b) If a Native American site is discovered, the evaluation process required by Mitigation Measure 4.3-1(a) shall include consultation with the appropriate Native American representatives. If Native American archaeological, ethnographic, or spiritual resources are discovered, all identification and treatment shall be conducted by a qualified archaeologist, who is certified by the Society of Professional Archaeologists (SOPA) and/or meets the federal standards as stated in the Code of Federal Regulations (36 CFR 61), and by Native American representatives, who are approved by the local Native American community as scholars of the cultural traditions. In the event that no such Native American representative is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. If historic archaeological sites are involved, all identified treatment (e.g., conduct additional archaeological surveys and provide measures to preserve the integrity or minimize damage or destruction of significant resources) is to be carried out by qualified historical archaeologists, who shall meet either Register of Professional Archaeologists (RPA) or 36 CFR 61 requirements.</p> <p>(c) If a human bone or bone of unknown origin is found during earth-moving activities, all work</p>	<p>Ground-disturbing activity within 100 feet of the resources shall be halted and a qualified archeologist shall be retained, per Mitigation Measure 4.3-1.</p> <p>Ground-disturbing activity within 100 feet of the</p>	<p>Community Development Department and Project Applicant</p> <p>Community Development</p>	<p>During construction</p> <p>During Construction</p>	<p>Community Development Department</p> <p>Community Development</p>

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	shall stop within 100 feet of the find, and the County Coroner shall be contacted immediately, pursuant to Section 5097.98 of the State Public Resources Code and Section 7050.5 of the State Health and Safety Code. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendant. The most likely descendant shall work with the contractor to develop a program for re-interment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have taken place.	remains shall be halted and Community Development Department and the County coroner shall be notified immediately.	Department and Project Applicant		Department/ Native American Heritage Commission
4.3-3: Construction of off-site infrastructure could damage or destroy previously undiscovered prehistoric or historic-period archaeological resources or human remains.	4.3-3 Implement Mitigation Measures 4.3-1(a) through 4.3-1(c).	Ground-disturbing activity within 100 feet of the remains shall be halted and Community Development Department and the County coroner shall be notified immediately.	Community Development Department and Project Applicant	During Construction	Community Development Department
4.3-5: The proposed project could contribute to cumulative losses of historic and prehistoric resources in the greater Sacramento region.	4.3-5 Implement Mitigation Measures 4.3-1 (a) through (c).	Ground-disturbing activity within 100 feet of the remains shall be halted and Community Development Department and the County coroner shall be notified immediately.	Community Development Department and Project Applicant	During Construction	Community Development Department

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4.4 Hazards and Public Safety					
4.4-1: The proposed project could expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities.	<p>4.4-1</p> <p>(a) In the event that grading or construction of the proposed project reveals evidence of soil contamination, underground storage tanks (USTs), or other environmental concerns, a Construction Management Plan shall be prepared. The plan shall be prepared by a qualified environmental professional registered in California. The plan shall identify specific measures to take to protect worker and public health and safety and specify measures to identify, manage, and remediate wastes. The plan shall include the following:</p> <ul style="list-style-type: none"> • Accident prevention measures: • Summary of known site history and site concentrations. • Appropriate work practices necessary to effectively comply with the applicable environmental laws and regulations, including, without limitation, hazardous substance management, handling, storage, disposal, and emergency response. These work practices include the following: an on-site hazardous material spill kit shall be provided for small spills; totally enclosed containment shall be provided for all trash; and all construction waste, including trash and litter, garbage, other solid waste, petroleum products, and other potentially hazardous materials, shall be removed to an appropriate waste facility permitted or otherwise authorized to treat, store, or dispose of such materials. • Instructions for marking/protecting the groundwater wellheads and gas probes so that 	Prepare a construction management plan if any evidence of soil contamination is identified during grading or construction	Project applicant	During grading and construction	Community Development Department

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<p>4.4-2: The proposed project could expose people (e.g., residents, construction workers) to asbestos-containing materials or other hazardous materials or situations.</p>	<p>they are protected from destruction during construction activities.</p> <ul style="list-style-type: none"> • Contamination evaluation and management procedures: • Identification of air monitoring procedures and parameters and/or physical observations (soil staining, odors, or buried material) to be used to identify potential contamination. • Procedures for temporary cessation of construction activity and evaluation of the level of environmental concern if potential contamination is encountered. • Procedures for limiting access to the contaminated area to properly trained personnel. • Procedures for notification and reporting, including internal management and local agencies (fire department, SCEMD, etc.), as needed. • A worker health and safety plan for excavation of contaminated soil. • Procedures for characterizing and managing excavated soils in accordance with CCR Title 14 and Title 22. • Procedures for certification of completion of remediation. <p>4.4-2 Asbestos/ Construction Activities (a) Implement Mitigation Measure 4.4-1(a).</p> <p>Closed Landfill (b) New residents shall be notified in writing of the</p>	<p>Prepare a construction management plan if any evidence of asbestos is identified during grading or construction</p> <p>Provide notification to all new residents regarding the proximity to the closed</p>	<p>Project applicant</p> <p>Project applicant</p>	<p>During grading and construction</p> <p>Part of the information provided in the</p>	<p>Community Development Department</p> <p>Community Development Department</p>

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	proximity to the closed 28th Street Landfill, the existence of landfill gas, the presence of a landfill gas collection system on the former 28th Street closed Landfill property, monthly landfill gas monitoring within and around the project site, details for how to obtain the landfill gas monitoring reports, and the potential for odors and other nuisances originated from activities on the closed Landfill.	landfill and presence of the landfill gas collection system		sales packet and recorded with the property deed	
4.6 Noise and Vibration					
4.6.4: Noise from the adjacent UPRR tracks could result in interior noise levels at the project that exceed the City's 45 dBA Ldn standard.	<p>4.6-4</p> <p>(a) All windows visible to trains shall have a minimum Sound Transmission Class (STC) Rating of 35. All other windows (bedroom or otherwise) from which the trains would NOT be visible shall have a STC rating of at least 30.</p> <p>(b) Exterior doors facing the railroad tracks shall be solid core with a minimum rated STC value of 35.</p> <p>(c) Exterior wall construction for the walls facing the railroad tracks shall consist of 2- x 6-inch studs with insulation completely filling the stud cavity, stucco exterior, and two layers of 5/8-inch thick gypsum board on the interior surfaces.</p> <p>(d) Mechanical ventilation shall be provided to allow occupants to close doors and windows as desired to achieve acoustical isolation as desired.</p>	<p>Windows adjacent to the UPRR tracks or visible to the tracks shall have a rating of 35; all other windows shall be rated 30.</p> <p>Exterior doors facing the UPRR tracks shall be rated 35.</p> <p>Exterior walls of residences facing the UPRR tracks shall consist of 2x6 studs with insulation filling the cavity.</p> <p>Ventilation shall be provided in all buildings</p>	Project applicant	During project construction	Community Development Department

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<p>4.6.5: Noise from the adjacent Capital City Freeway could result in interior noise levels at the project that exceed the City's 45 dBA L_{dn} standard.</p>	<p>(e) Roof materials shall be concrete tile or heavy-duty shingles such as the CertainTeed Presidential Series (or acoustic equivalent).</p>	<p>Roofing materials shall be concrete or heavy-duty shingles</p>	<p>Project applicant</p>	<p>During project construction</p>	<p>Community Development Department</p>
	<p>(f) Disclosure statements shall be provided to all prospective residences, as well as recorded against the land, notifying of the presence of the UPRR tracks and the accompanying elevated noise environment associated with existing and projected increased future rail activity.</p>	<p>Notification shall be provided to all prospective residents regarding proximity to the UPRR tracks</p>			
	<p>4.6-5 (a) All windows visible to Capital City Freeway (not just bedroom windows) shall have a minimum Sound Transmission Class (STC) Rating of 35. All other windows shall have a minimum STC Rating of 30.</p>	<p>Windows adjacent to the freeway or visible to the freeway shall have a rating of 35; all other windows shall be rated 30.</p>			
	<p>(b) Exterior wall construction shall consist of insulation in the stud cavity, stucco exterior, and 5/8-inch thick gypsum board on the interior surfaces.</p>	<p>Exterior walls of residences facing the freeway shall consist of insulation filling the cavity.</p>	<p>Project applicant</p>	<p>Part of the information provided in the sales packet</p>	<p>Community Development Department</p>
	<p>(c) All exterior doors and windows shall be fully weather-stripped.</p>	<p>All exterior doors and windows will be weather-stripped</p>			
	<p>(d) Mechanical ventilation shall be provided to allow occupants to close doors and windows as desired to achieve acoustical isolation as desired.</p>				
	<p>(e) Disclosure statements shall be provided to all prospective residences, as well as recorded with the deed, notifying of the presence of the highway and the accompanying elevated noise</p>	<p>Notification shall be provided to all prospective residents regarding proximity to the freeway</p>			

Table 1 McKinley Village EIR Mitigation Monitoring Plan					
Impact	Mitigation Measure(s)	Action(s)	Implementing Party	Timing	Monitoring and Enforcement
<p>4.6-6: The proposed project could expose on-site residential areas to vibration greater than 0.5 inch per second due to adjacent highway traffic and rail operations.</p>	<p>environment associated with existing and projected increased traffic on Capital City Freeway.</p> <p>4.6-6 Disclosure statements shall be provided to prospective homebuyers for homes located adjacent to the UPRR right-of-way, informing them of the presence of the UPRR tracks and that vibration may be periodically perceptible during train pass by.</p>	<p>Notification shall be provided to all prospective residents regarding proximity to</p>	<p>Project applicant</p>	<p>Part of the information provided in the sales packet and recorded with the property deed</p>	<p>Community Development Department</p>
4.9 Transportation and Circulation					
<p>4.9-1: The proposed project could cause potentially significant impacts to study intersections.</p>	<p>4.9-1 The project applicant shall pay the City of Sacramento Traffic Operations Center to monitor and re-time the H Street/Alhambra Boulevard traffic signal to optimize traffic flow through the intersection.</p>	<p>Payment to the City to monitor and re-time the H Street/Alhambra Boulevard traffic signal and adjust signal timing for optimal traffic operations</p>	<p>Project applicant and Sacramento Traffic Operations Center</p>	<p>Submittal of Improvement Plans</p>	<p>Department of Public Works</p>
<p>4.9-5: Project buildout could cause potentially significant impacts due to construction-related activities.</p>	<p>4.9-5: Prior to the beginning of construction, the applicant shall prepare a construction traffic and parking management plan to the satisfaction of City Traffic Engineer and subject to review by all affected agencies. The plan shall ensure that acceptable operating conditions on local roadways and freeway facilities are maintained. At a minimum, the plan shall include:</p> <ul style="list-style-type: none"> • Description of trucks including: number and size of trucks per day, expected arrival/departure times, truck circulation patterns. • Description of staging area including: location, maximum number of trucks simultaneously permitted in staging area, use of traffic control 	<p>Prepare a detailed Construction Traffic and Parking Management Plan</p>	<p>Project applicant</p>	<p>Prior to Construction</p>	<p>Department of Public Works</p>

Table 1 McKinley Village EIR Mitigation Monitoring Plan

Impact	Mitigation Measure(s)	Action(s)	Implementing Party	Timing	Monitoring and Enforcement
<p>4.9-6: The proposed project could cause potentially significant impacts to study intersections under cumulative plus project conditions.</p>	<p>personnel, specific signage.</p> <ul style="list-style-type: none"> Description of street closures and/or bicycle and pedestrian facility closures including: duration, advance warning and posted signage, safe and efficient access routes for emergency vehicles, and use of manual traffic control. Description of driveway access plan including: provisions for safe vehicular, pedestrian, and bicycle travel, minimum distance from any open trench, special signage, and private vehicle accesses. 				
	<p>4.9-6: (a) The project applicant shall contribute its fair share to the City of Sacramento Traffic Operations Center to monitor and re-time the H Street/Alhambra Boulevard, H Street/30th Street, and H Street 29th Street traffic signals to optimize flow through the corridor, and contribute its fair share to the City of Sacramento to implement the following improvements:</p>	<p>Contribution of funds to the City to monitor and re-time the H Street/Alhambra Blvd, H Street/30th Street, H Street/29th Street traffic signals</p>	<p>Project applicant</p>	<p>Submittal of Improvement Plans</p>	<p>Department of Public Works</p>
	<ul style="list-style-type: none"> Restripe the westbound approach to the H Street/Alhambra Boulevard intersection to have one shared through/right lane and one shared through/left lane. 	<p>Payment of funds to the City to restripe westbound approach to the H Street/Alhambra Blvd intersection</p>	<p>Project applicant</p>	<p>Submittal of Improvement Plans</p>	<p>Department of Public Works</p>
	<ul style="list-style-type: none"> Remove on-street parking on the north side of H Street between 30th Street and Alhambra Boulevard to accommodate two westbound travel lanes. 	<p>Payment of funds to the City to remove on-street parking on the north side of H Street between 30th Street and Alhambra Boulevard</p>	<p>Project applicant</p>	<p>Submittal of Improvement Plans</p>	<p>Department of Public Works</p>
		<p>Payment of funds for City</p>	<p>Project</p>	<p>Submittal of</p>	<p>Department of</p>

Table 1 McKinley Village EIR Mitigation Monitoring Plan

Impact	Mitigation Measure(s)	Action(s)	Implementing Party	Timing	Monitoring and Enforcement
	<ul style="list-style-type: none"> • Prohibit on-street parking during peak periods (7-9 AM and 4-6 PM) on the south side of H Street to allow for two eastbound lanes between 30th Street and Alhambra Boulevard while maintaining the same lane configurations on the eastbound approach to the H Street/Alhambra Boulevard intersection. <p>(b) The project applicant shall contribute its fair share to the City of Sacramento Traffic Operations Center to monitor and re-time the E Street/Alhambra Boulevard traffic signal to optimize flow, and contribute its fair share to the City of Sacramento to implement the following improvements:</p> <ul style="list-style-type: none"> • Remove the bulb-out on the southbound approach to the E Street/Alhambra Boulevard intersection and prohibit on-street parking on the west side of Alhambra Boulevard during peak periods (7-9 AM and 4-6 PM) to allow for the installation of a dedicated southbound right-turn lane. • Restripe the northbound approach to the E Street/Alhambra Boulevard intersection to include a northbound dedicated right-turn lane. <p>(c) The project applicant shall contribute its fair share toward the installation of a traffic signal at the McKinley Boulevard/33rd Street intersection.</p>	<p>staff to prohibit on-street parking during AM and PM peak hours</p> <p>Contribution of funds to the City to monitor and re-time the E Street/Alhambra Blvd traffic signal</p> <p>Payment of funds to City staff to remove the bulb-out on the southbound approach to the E Street/Alhambra Blvd intersection and to prohibit parking on the west side of Alhambra Blvd during AM and PM peak hours</p> <p>Payment of funds to City staff to restripe northbound approach to the E Street/Alhambra Blvd intersection</p> <p>Contribution of funds to the City towards the installation of a traffic signal at McKinley</p>	<p>applicant</p> <p>Project applicant</p> <p>Project applicant</p> <p>Project applicant</p> <p>Project applicant</p>	<p>Improvement Plans</p> <p>Submittal of Improvement Plans</p> <p>Submittal of Improvement Plans</p> <p>Submittal of Improvement Plans</p> <p>Submittal of Improvement Plans</p>	<p>Public Works</p> <p>Department of Public Works</p> <p>Department of Public Works</p> <p>Department of Public Works</p> <p>Department of Public Works</p>

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Impact	Mitigation Measure(s)	Action(s)	Implementing Party	Timing	Monitoring and Enforcement
4.9-10: Project build out could cause potentially significant impacts due to construction-related activities.	4.9-10 Implement Mitigation Measure 4.9-5.	Blvd/33rd Street intersection			