Title: (Pass for Publication) Greenbriar Phase 2 (P18-050)

Location: Southwest corner of Elkhorn Blvd and Highway 99, north of Interstate 5 and east of Lone Tree Canal; APNs: 201-0300-049, -079, -080, -081, -083, -085, -087, -156, District 1

Recommendation: 1) Review a Resolution adopting the addendum to the previously approved Greenbriar Environmental Impact Report and adopting the Mitigation Monitoring Program for the Greenbriar Phase 2 project (Per Public Resources Code section 21166 and CEQA Guidelines sections 15162 and 15164); 2) review a Resolution amending the 2035 General Plan Land Use and Urban Design Element to change the land use designations for 6.9± acres from Urban Neighborhood Low (UNLD) to Urban Neighborhood Medium (UNMD), 7.5± acres from Suburban Neighborhood High (SNHD) to Suburban Neighborhood Medium (SNMD), 7.4± acres from Parks and Recreation (PR) to Suburban Neighborhood Medium (SNMD) and among other small areas of land to account for the subdivision design; 3) review an Ordinance rezoning 6.9± acres from the Multi-Unit Dwelling (R-3-PUD) zone to the Multi-Unit Dwelling (R-4A-PUD) zone, 7.5± acres from the Multi-Unit Dwelling (R-2B-PUD) zone to the Single-Unit and Duplex Dwelling (R-1A-PUD) zone, 7.4± acres from the Agriculture-Open Space (A-OS-PUD) zone to the Single-Unit Duplex Dwelling (R-1A-PUD) zone, and other small areas of land to account for the subdivision design; 4) review a Resolution amending the Greenbriar Planned Unit Development (PUD) Guidelines and Schematic Plan to re-designate 7.4± acres from Park and Open Space (P/OS) to Elementary School (ES), to reconfigure the roadway network, and to account for three new single-family small lot sizes, as shown in the attached PUD Guidelines and Schematic Plan; 5) review a Resolution adopting remaining project entitlements for a Tentative Master Parcel Map to subdivide ±268 gross acres into 32 master parcels with Site Plan and Design Review deviations to minimum lot size requirements and Tentative Subdivision Map to subdivide ±268 gross acres into 1,073 parcels with Tentative Map Design Deviations to local roadway standards; and 6) pass for publication the Ordinance titles as required by Sacramento City Charter 32c to be adopted May 21, 2019.

Contact: Garrett Norman, Associate Planner, 916-808-7934; Teresa Haenggi, Senior Planner, 916-808-7554, Community Development Department

Presenter: None
Attachments:
01-Description/Analysis
02-Background
03-Resolution: Environmental Addendum
04-Exhibit A: Mitigation Monitoring Program
05-Resolution: General Plan Amendment
06-Exhibit A: General Plan Amendment Exhibit
07-Ordinance: Rezone
08-Exhibit A: Rezone Exhibit
09-Resolution: Greenbriar PUD Guidelines and Schematic Plan Amendment
11-Exhibit B: Greenbriar PUD Schematic Plan
12-Resolution: Project Entitlements for Tentative Master Parcel Map and Tentative Subdivision Map
13-Exhibit A: Tentative Master Parcel Map
14-Exhibit B: Tentative Subdivision Map
15-Exhibit C: Tentative Map Design Deviations
16-Exhibit D: Intersection Details
17-Exhibit E: Phase 2 Illustrative Land Use Plan
18-Project Comments
Description/Analysis

Issue Detail: The applicant is requesting entitlements to begin the development for Greenbriar Phase 2, which consist of all land south of Meister Way. Phase 2 continues the transit-oriented development by providing 1,392 residential units, commercial sites, park land and open space amenities, and a school site, all near a future light rail station on Meister Way. The applicant’s requested entitlements are comprised of the following:

1. **Rezoning and General Plan Amendment** of 6.9 acres to accommodate a higher density multi-family housing project with an anticipated density of 40 dwelling units per net acre.

2. **Rezoning and General Plan Amendment** of 7.5 acres to replace 104± unit townhome product with traditional single-family homes.

3. **Rezoning and General Plan Amendment** of 7.4 acres to expand the elementary school site and thereby reducing the community park to 3.1 acres.

*Additional minor Rezones and General Plan Amendments are also included to account for the proposed subdivision design, such as roads and lot configuration. Examples include expansion of the freeway greenbelt buffer, reduction of multi-family parcel by 1.1 acres, reduction of detention lake feature by 1.0 acres, etc.*

4. **Planned Unit Development Guidelines and Schematic Plan Amendment** to:
   a. acknowledge the residential density changes indicated in items one and two above;
   b. changes to the roadway network/street layout to remove 182 alley-loaded single-family housing products and replace with a traditional, front-on housing product;
   c. to expand the Elementary School site by 7.4± acres and reduce the size of the adjacent community park to 2.4± acres; and
   d. account for three new small-lot residential sizes – 50’x80’, 50’x85’, and 55’x85’.

5. Reconfiguring the previously approved **Tentative Master Parcel Map** to account for roadway and lotting changes. The Tentative Master Parcel Map subdivides Phase 2’s 268 gross acres into 32 master parcels.

6. **Tentative Subdivision Map** creating the individual single-family lots and neighborhood streets by subdividing Phase 2’s 268 gross acres into 1,073 parcels, comprised of the following:
   a. 1,038 single-family parcels;
   b. two multi-family parcels;
   c. one commercial parcel;
d. three neighborhood park parcels;
e. one school parcel; and
f. 28 parcels for other project components, such as water features, utilities, and landscaped corridors.

These amendments are discussed in more detail under the Background and Entitlement Review sections of this report. The project requires council approval because the entitlements require a general plan amendment and rezones.

Public/Neighborhood Outreach and Comments: The project was routed to several community groups including Sacramento Area Bicycle Advocates, WalkSacramento, Environmental Council of Sacramento, Region Builders, Preservation Sacramento, Natomas Community Association, Natomas Chamber of Commerce, North Natomas Community Association, North Natomas Community Coalition, Natomas Creek Community Watch Group, and Preservation Sacramento.

WalkSacramento and the Sacramento Area Bicycle Advocates (SABA) wrote comment letters on the project. Both letters requested the applicant consider revising the proposed intersections along Meister Way by increasing width of sidewalk and provide a bicycle ramp to increase pedestrian and bike safety, specifically for school aged children riding their bike to school south of Meister Way. The applicant was receptive to this comment and agreed to provide 8-foot sidewalks at these intersections. The applicant also provided bike lanes on Streets 1 and 16, which lead to the school site.

The Sacramento Metropolitan Air Quality and Management District (SMAQMD) commented on the project, stating the desire to maintain density levels with prior approvals and for each single-family home to provide an electric vehicle (EV) charging station. The projects highest density is concentrated around the light rail station, including two multi-family sites and the smallest single-family lots. Staff feels the proposed density is supportive of transit-oriented development because the highest density and other transit supportive uses, such as commercial, are located within ¼-mile. The project will be required to make EV chargers available by providing the necessary infrastructure, per City’s Building Code. For example, commercial projects, including multi-family, are required to provide conduit at time of construction in order to support EV chargers.

The North Natomas Community Coalition (NNCC) also provided two comment letters on the project. The first letter requested a presentation from the applicant team on proposed changes. The applicant provided a presentation and the Coalition submitted a second letter stating general support of the requested changes, specifically to the removal of the alley loaded lots. The first letter also expressed concern to the narrowness of the Meister Way overpass where it
meets E. Commerce Drive. Meister Way will be designed and constructed to comply with City standards and will accommodate all modes of transportation, including vehicles, pedestrians, and bicycles.

The site has been posted and all property owners within a 300-foot radius of the subject site were notified of the hearing. As of writing this report, there is no known opposition to this project.

**Policy Considerations:** Greenbriar Phase 2 is comprised of several General Plan land use designations but mostly consists of the Suburban Neighborhood and Urban Neighborhood designations. Suburban neighborhoods are expected to be the predominate residential development pattern that designates higher density uses near centers or major transit routes. Urban neighborhoods play a vital role in meeting business, culture, and entertainment demand. This designation is limited to the multi-family sites, which are concentrated next to the light rail transit center, commercial, and parks/open space. The following Goals and Policies from the 2035 General Plan support the project:

**Goal LU 2.1: City of Neighborhoods.** Maintain a city of diverse, distinct, and well-structured neighborhoods that meet the community’s needs for complete, sustainable, and high-quality living environments, from the historic downtown core to well-integrated new growth areas.

- **Policy LU 2.1.3: Complete and Well-Structured Neighborhoods.** The City shall promote the design of complete and well-structured neighborhoods whose physical layout and land use mix promote walking to services, biking, and transit use; foster community pride; enhance neighborhood identity; ensure public safety; are family friendly and address the needs of all ages and abilities.

- **Policy LU 2.6.2: Transit-Oriented Development.** The City shall actively support and facilitate mixed-use retail, employment, and residential development around existing and future transit stations.

- **Policy LU 2.7.6: Walkable Blocks.** The City shall require new development and reuse and reinvestment project to create walkable, pedestrian-scaled blocks, publicly accessible mid-block and alley pedestrian routes where appropriate, and sidewalks appropriately scaled for the anticipated pedestrian use.

*The proposal is for a complete and well-structured neighborhood whose physical layout and land use mix promotes walking to services, biking, and transit use; fosters community pride; enhances neighborhood identity; ensures public safety; is family friendly and addresses the needs of all ages and abilities. The project, as proposed, supports sustainable growth and*
change through the orderly and well-planned development of up to 1,390 dwelling units that provides for the needs of existing and future residents and businesses, ensures the effective and equitable provision of public services, and makes efficient use of land and infrastructure. Commercial services, parks and open space, schools and a future light rail station is planned in this development, all of which support a well-structured and complete neighborhood with a balanced mix of land uses.

**Goal H 1.2:** Provide a variety of quality housing types to encourage neighborhood stability.

- **Policy H 1.2.4: Mix of Uses.** The City shall actively support and encourage mixed-use retail, employment, and residential development around existing and future transit stations, centers, and corridors.

- **Policy H 1.3.4: Range of Housing Opportunities.** The City shall encourage a range of housing opportunities for all segments of the community.

Greenbriar is envisioned as an inclusive, sustainable and vibrant community. This vision will be achieved through developing a variety of lots sizes and housing types. With approval of the requested Phase 2 entitlements, lot sizes will range from 2,788 to 5,500 square foot including unit square footages that range from approximately 400-700 square foot apartments to 1,500 to 4,000 square foot single-family homes. This will provide housing opportunities for a range of income levels and lifestyle options in close proximity to transit, shopping, services, employment, and various park and recreation facilities. Phase 2 will contribute to the Greenbriar development’s overall mix of uses and housing which includes 189 affordable senior rental units within Phase 1.

This site is part of the North Natomas Community Plan and the following goals and policies support this project:

- **Policy NN.LU 1.9: Housing Type Diversity.** To provide housing for the wide range of residents in the North Natomas Community, the City shall ensure residential developers provide a variety of housing types in each neighborhood. As a guideline to ensure a variety of housing types, the maximum percentage of any dominant housing type should be 85 percent and the minimum of any minor housing type should be five percent. Residential developers are encouraged to be innovative and responsive to the changing lifestyles of future residents and trends toward transit, telecommuting, zero-emission vehicles, and others.

- **Policy NN.LU 1.13: Upscale Housing.** The City shall encourage residential developers to provide upscale housing through lower densities and additional amenities. Upscale
housing is intended to attract move-up home buyers who wish to move to or remain in
the Natomas area. Homes with custom-style features would help create a more diverse
and interesting neighborhood. Custom-style features could include high-quality exterior
building materials, larger lot sizes, and varied setbacks. Large lots would include those
that are 6,500 square feet or larger. Other features included in upscale housing are
architectural variations, quality landscaping, extra vehicle storage, homeowners
associations, and other attractive marketing features.

- **NN.LU 1.15: Employment Center – Transit Intensification.** The City shall encourage
  further intensification of employment uses within one-eighth of a mile of the light rail
  stations once funding the construction of the light rail extension is assured.

- **NN.M 1.9: Park-n-Ride Facilities.** The Downtown Natomas Airport (DNA) corridor
  Route Refinement Report identifies a need for a minimum of 900 parking spaces in the
  North Natomas community. The report identifies 375 park-n-ride spaces on 3.3 acres at
  the Truxel and I-80 station, and 225 spaces on two acres at the Town Center station.
  These 600 spaces would be exclusively park-n-ride spaces. The last 300 spaces would
  be joint-use spaces located at the Arena station. Any additional park-n-ride spaces
  required to meet air quality or other goals and park-n-ride spaces at bus transit centers
  shall be designated as permanent joint-use. Park-n-ride facilities shall maximize the use
  of shared parking arrangements with any public or private use.

*The project is consistent with the above North Natomas Community Plan policies in that the project will be providing a range of single-family housing types with variation of lot sizes, which dictates density and intensification, but also confines housing size. The project also devotes a portion to upscale housing, which is typically seen through larger lot sizes. The desire for upscale housing is something the community has continuously expressed a need for in North Natomas. Phase 2 also devotes a 1.5-acre parcel for a park-n-ride facility adjacent to the future light rail station and the project maintains its highest density with multi-family and smaller single-family lots within a ¼-mile of the light rail station.*

**Economic Impacts:** Not applicable.

**Environmental Considerations:** The City Council approved program-level entitlements for
the Greenbriar Development Project in 2008. As part of that process, on January 29, 2008 the
City Council certified the EIR for the project and adopted the Mitigation Monitoring Program
(Resolution No. 2008-053). The City and Sacramento Local Agency Formation Commission
(LAFCo) served as co-lead agencies for the environmental document. Certification of the EIR
was accompanied by adoption of a Mitigation Monitoring Program (MMP). The MMP remains
in effect.
Once an EIR has been certified for a project, under Public Resources Code section 21167.2
the EIR is be conclusively presumed valid. When CEQA’s project EIR subsequent review
provisions apply, the only question that may be considered before a further discretionary
approval for the project is whether one of the three exceptions triggering the need for a
subsequent or supplemental EIR exists. The City approved Greenbriar project entitlements for
Phase 1 in P11-03, and a subdivision map in Z18-059, adopting an addendum in each case.
The approval for Phase 1 included modifications to the Mitigation Monitoring Plan, as set forth
in Resolution No. 2017-0207, attached to the proposed resolution for this action. The current
proposal requests changes to the development entitlements for the purpose of facilitating
development of the project and response to market conditions. These are discretionary actions
and require compliance with CEQA. As with the Phase 1 entitlements, for Phase 2 the City
also used the prior EIR for CEQA review. The City reviewed the current proposal to determine
(a) whether substantial changes in the project are proposed that would require major revisions
to the EIR, (b) whether substantial changes in the circumstances under which the project
would be undertaken have occurred, and (c) whether new information of substantial
importance is available. Each of these inquiries focuses on whether the City identifies new
significant effects or a substantial increase in the severity of previously identified significant
effects. The City also examines whether new mitigation measures, which the applicant refuses
to implement, might be available. This process is set forth in CEQA Guidelines section 15162.

Consistent with the requirements of CEQA Guidelines section 15162, the City has examined
the current project proposal in light of the circumstances that now exist, information that is now
available and potential mitigation measures. The City has determined that none of the
circumstances described in section 15162 is present, and that only minor changes are required
in the EIR that was previously certified for the Greenbriar project. The changes in project
design would not result in any significant effects not identified in the environmental document,
and no recirculation is required. Pursuant to CEQA Guidelines section 15164 the City has
prepared an Addendum to the EIR to satisfy the CEQA requirements.

Pursuant to CEQA Guidelines section 15164, the decisionmaker on the project must consider
the Addendum along with the original EIR before approving the project. The Addendum and
other environmental documents related to the Greenbriar Phase 2 proposal and the Greenbriar
project generally project are available on the Community Development Department EIR
webpage at:
https://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports

200-Year Flood Protection: State Law (SB 5) and Planning and Development Code Chapter
17.810 require that the City make specific findings prior to approving certain entitlements
for projects within a flood hazard zone. The purpose is to ensure that new development will
have protection from a 200-year flood event or will achieve that protection by 2025. The project
site is within a flood hazard zone and is an area covered by SAFCA’s Improvements to the
State Plan of Flood Control System, and specific findings related to the level of protection have been incorporated as part of this project. Even though the project site is within a flood hazard zone, the local flood management agency, SAFCA, has made adequate progress on the construction of a flood protection system that will ensure protection from a 200-year flood event or will achieve that protection by 2025. This is based on the SAFCA Urban level of flood protection plan, adequate progress baseline report, and adequate progress toward an urban level of flood protection engineer's report that were accepted by City Council Resolution No. 2016-0226 on June 21, 2016 and the SAFCA 2018 Adequate Progress Annual Report accepted by City Council Resolution No. 2018-0445 on November 20, 2018.

**Sustainability:** The proposal helps facilitate new development in the planned master community that provides land uses that will support the future light rail station planned on Meister Way.

**Commission/Committee Action:** On April 11, 2019, the Planning and Design Commission held a public hearing on the Greenbriar Phase 2 project and unanimously passed a motion to forward a recommendation of approval to City Council.

**Rationale for Recommendation:** Staff recommends the Council approve the project based on the findings of fact and subject to the conditions of approval listed in the attachments of this staff report. Staff finds the project is consistent with the goals and policies of the General Plan related to providing a well-connected, transit supportive neighborhood; a range of housing opportunities; and a mix of uses; a location for a future school; and a variety of amenities to a range of prospective residents. This is the final phase for Greenbriar that will allows the applicant to final the maps and begin constructing public improvements, such as roads, sewer, water, and other private utilities.

**Financial Considerations:** A Public Facilities Financing Plan (PFFP) was approved for the Greenbriar project development in May 2017 (Resolution 2017-0208). The proposed land use changes will not significantly affect the PFFP’s identified infrastructure set, the costs of the improvements, or the approved methodology to spread those costs over the Greenbriar project development.

**Local Business Enterprise (LBE):** No goods or services are being purchased under this report.
Background Information

The Greenbriar project was first annexed into the City on April 2, 2008 and included high-level planning entitlements (M05-046/P05-069 & LAFCo 02-08) such as pre-zoning, general plan amendments, a tax exchange agreement and other requirements for the annexation process. On May 30, 2017, the City Council approved entitlements for developing approximately 577+ acres with 2,956 residential units (2,428 single-unit dwellings and 528 multi-unit dwellings), three commercial sites, open space/habitat buffers, open space/freeway buffers, six community/neighborhood park sites, a community center, a lake/detention basin, a light rail station and park-n-ride facility, a school site, and various landscape corridors and related facilities (P11-093). The 2017 entitlement approvals provided the groundwork for development and included a Tentative Master Parcel Map for the entire site and a Tentative Subdivision Map for Phase 1. Phase 1 includes all property north of Meister Way. On June 28, 2018, the Zoning Administrator approved a Tentative Subdivision Map revision to reduce the number of residential lots in Phase 1 from 1,489 dwelling units to 1,363 dwelling units (1,138 single-unit dwellings and 225 multi-unit dwellings) (Z18-096).

The current project builds upon the prior entitlements by proposing a Tentative Master Parcel Map and a Tentative Subdivision Map to subdivide Phase 2, which includes all development south of Meister Way. A General Plan Amendment and rezones are also required for alignment with the Tentative Subdivision Map.

Project Description

Similar to Phase 1, the applicant is requesting amendments for Phase 2 to reduce the number of single-family residential units and increase the number of multi-family units. A residential summary for Phase 1 approvals and Phase 2 proposals are provided below in Table 1. The amendments are further discussed below by entitlement request. The Phase 2 project is largely consistent with prior approvals in that the project provides a well-connected residential neighborhood with a variety of residential types, commercial, parks/open space, a site for a public school, and other neighborhood amenities. This project will also be served by a future light rail station along Meister Way, in addition to a multi-modal circulation network that feeds into existing services offered in North Natomas.

Entitlement Review

Rezone and General Plan Amendment: The applicant is requesting General Plan land use designation amendments and rezoning of land within Phase 2 to accommodate a change in density, housing product (i.e. removal of alley loaded lots), and park/open space and schools. Beyond the slight changes to account for the project’s subdivision design, there are three notable General Plan land use designation and rezones:

1. The first area is 7.4 acres of parkland. The rezone will be from Agriculture-Open Space (A-OS) to the Single-Unit or Duplex Dwelling (R-1A) zone; the General
Plan land use designation is proposed from Parks & Recreation (PR) to Suburban Neighborhood Medium Density (SNMD). The reason for these amendments is to accommodate a larger school site, as requested by the Twin Rivers Unified School District. The project still complies with its Quimby obligation considering the decreased park size.

2. The second area is 7.5 acres of townhome residential. The rezone is proposed from the Multi-Unit Dwelling (R-2B) to the Single-Unit or Duplex Dwelling (R-1A) zone; the General Plan land use designation is proposed from Suburban Neighborhood High Density (SNHD) to Suburban Neighborhood Medium Density (SNMD). The purpose for this rezone is to allow for traditional single-family residential in-lieu of the townhomes. The developer has indicated that the current housing market is not conducive to townhomes and therefore is requesting to build traditional single-family. The typical lot sizes in this area is 41’x68’ (±2,800 s.f.).

3. The third area is 6.9 acres of multi-family housing. The rezone is proposed from the Multi-Unit Dwelling (R-3) to the Multi-Unit Dwelling (R-4A) zone; the General Plan land use designation is proposed from Urban Neighborhood Low Density (UNLD) to Urban Neighborhood Medium Density (UNMD). The purpose for this rezone is to allow for a higher density multi-family product at around 40 dwelling units per net acre. The General Plan land use designation to Urban Neighborhood Medium Density allows a density rage between 33 to 110 dwelling units per net acre.

Table 1: Residential Summary for Phase 1 and 2

<table>
<thead>
<tr>
<th>Residential Type</th>
<th>2017 Greenbriar Approval (P11-093)</th>
<th>2018 Greenbriar Phase I Approval (Z18-096)</th>
<th>2018 Greenbriar Phase 2 Proposal (P18-050)</th>
<th>New Phase 1 &amp; 2 Totals</th>
<th>Phase 1 &amp; 2 Totals</th>
<th>Total Change in Units from 2017 Approval</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Family Units</td>
<td>1,267</td>
<td>1,161</td>
<td>2,428</td>
<td>1,138</td>
<td>1,038</td>
<td>2,176</td>
</tr>
<tr>
<td>Multi-Family Units</td>
<td>222</td>
<td>306</td>
<td>528</td>
<td>225</td>
<td>352*</td>
<td>577</td>
</tr>
<tr>
<td>Total Units</td>
<td>1,489</td>
<td>1,467</td>
<td>2,956</td>
<td>1,363</td>
<td>1,390</td>
<td>2,753</td>
</tr>
</tbody>
</table>

*352 dwelling units assumes a density of 40 du/net acre (208 units) for Lot A and 36 du/net acre (144 units) for Lot B
Although a higher density is preferred, staff is supportive of the reduction in residential units to accommodate current market conditions. Staff finds that the proposal is consistent with the City’s General Plan and North Natomas Community Plan in that the project is still widely supported by a many of the goals and policies. For example, the project does provide for variation in housing product type with a wide range of lot sizes, from 2,788 sq.ft. to 5,500 sq.ft. (see Policy Considerations section provided earlier in the report). Staff also reached out to Regional Transit (RT) regarding their future light rail station, and they indicated that maintaining density along the light rail station is critical, and this project is keeping all density levels the same, or more, adjacent to the station.

Figure 2 - Greenbriar Phase 2 PUD Schematic Plan (existing vs proposed)
Numbers 1, 2, & 3 correspond from text above to image below.

Existing Phase 2

Proposed Phase
Planned Unit Development Guidelines and Schematic Plan Amendments: Similar to the rezones and General Plan land use designation amendments, the applicant is requesting corresponding amendments to the Planned Unit Development (PUD) Schematic Plan for consistency. The Schematic Plan has also changed to account for a change in the lotting and roadway pattern.

The applicant is also amending the PUD Guidelines to account for three new lot sizes: 50’x80’, 50’x85’, and 55’x85’. Setback standards are also prescribed for these three lots, which align with other setback requirements for similar lot sizes in the PUD. The new lot sizes and setback standards are shown in Exhibits 9B, 9C, and 9D in the PUD Guidelines.

Tentative Master Parcel Map: The applicant has an approved Tentative Master Parcel Map (TMPM) from prior approvals under Resolution 2017-0214 (P11-093) which subdivided the entire projects 577 acres into 63 master parcels. The Tentative Master Parcel Map was first amended to account for the aforementioned changes to Phase 1 (Z18-096). Similarly, the applicant is requesting parcel configuration changes to Phase 2, therefore requiring amendments to the Master Parcel Map. The now proposed Tentative Master Parcel Map for Phase 2 is comprised of subdividing approximately 268 acres into 32 larger parcels.

Site Plan and Design Review Deviation for Tentative Master Parcel Map: Planning and Development Code Section 17.836.070 requires a residential master parcel to be 5-acres or greater for medium- and high-density residential uses. This Master Parcel Map requires a Site Plan and Design Review deviation to allow for master parcel #23 designated for medium to high density residential to be less than 5-acres. Parcel #23 is proposed at 4.0 gross acres. This deviation is consistent with the purpose and intent of the Planning and Development Code because the parcel will not be further subdivided as the accompanying Tentative Subdivision Map does not reduce total gross acreage for parcel #23 and the parcel is designated for multi-family development that can accommodate a density range of 12-36 dwelling units per net acre, consistent with the General Plan land use designation. Lastly, this parcel will be served by the necessary public and private infrastructure to ensure adequate vehicular access and utility services are provided.

Tentative Subdivision Map: In addition to the modifications to the Master Parcel Map, the applicant is also requesting a new Tentative Subdivision Map for Phase 2 to create the individual parcels for each residential unit. The proposed Map subdivides approximately 268.5 gross acres into 1,073 parcels. 1,038 parcels are allotted for detached, single-family homes, which range in lot sizes from 2,788 square feet (41’x68’) to 5,500 square feet (55’x100’). Two parcels are allocated for multi-family housing, one 1.5-acre parcel for a commercial site, three parcels for neighborhood parks, one parcel for an elementary school, and 28 parcels for other project components such as habitat buffer, landscaped paseos/corridors, water features, and light rail and park and ride facilities.
Tentative Subdivision Map Design Deviations (AKA: Subdivision Modifications): The project proposes three Tentative Map Design Deviations for six (6) roadways on the Tentative Subdivision Map:

1. **Dead-End Streets (Streets 26 and 31):** City roadway standards require streets that dead-end be terminated consistent with City requirements, such as a cul-de-sac. Streets 26 and 31 are proposed to terminate in a “bullet” design, perpendicular to the lake feature (Lot G). A “bullet” design is a street that terminates in a half circle and does not widen its radius, or “bulb out”, as seen with typical cul-de-sacs. One purpose of a “bulb out” cul-de-sac design is to accommodate maneuverability for a fire truck to turnaround. This deviation is accepted by Public Works because the dead-ends are less than 150-feet in length, which is the minimum threshold before adequate fire turnaround needs to be provided.

2. **Non-Standard Street Section (Streets 10, 13, and 23):** City neighborhood roadway standards classified as local have a minimum street width requirement of 53-feet, which includes 15-foot travel lanes, 6.5-foot planters, and 5-foot detached sidewalks. Streets 10, 13, and 23 are adjacent to the freeway buffers and deviate from this standard by proposing a 42-foot street section. The proposed 42-foot street section provides the minimum width for travel lanes, planters, and detached sidewalks on one side; however, the other side of the travel lane includes a 20-foot shared utility and pedestrian easement followed by a 12-foot landscaped strip. These deviations are limited to the portion of streets that are adjacent to the freeway buffer. This deviation is accepted by Public Works because landscaping and a pedestrian path will be provided on both sides of the street, therefore providing the same benefits as a 53-foot roadway section. Furthermore, no homes will be fronting on the 20-foot shared utility and pedestrian easement, therefore not disrupting access to homes.
3. **Minimum Centerline Radius of 140-feet (Court 25):** City code requires local residential streets that curve be at a minimum radius of 200-feet. Court 25 is requesting a radius of 140-feet where it meets Street 1. Public Works finds the requested deviation acceptable because Court 25 dead-ends and only serves about ten homes, therefore the traffic volumes and speeds would be minimal and not pose an impact.

The Tentative Master Parcel Map and Subdivision Map were approved by the Subdivision Review Committee on March 27, 2019. All reviewing City departments and outside agencies have reviewed the Maps and provided the necessary conditions of approval to ensure the successful operation of each newly created parcel.
RESOLUTION NO. 2019 –

Adopted by the Sacramento City Council

May 21, 2019

CERTIFYING THE ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT AND ADOPTING THE MITIGATION MONITORING PROGRAM FOR THE GREENBRIAR DEVELOPMENT PROJECT, PHASE 2 (P18-050)

BACKGROUND

A. On April 11, 2019, the City Planning and Design Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve with conditions the Greenbriar Development Project (P18-050) (Project).

B. On May 21, 2019, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.812.010 (2)(b), the City Council conducted a public hearing on the Project.

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

Section 1. The City Council finds as follows:

A. On January 29, 2008, pursuant to the California Environmental Quality Act (Public Resources Code §21000 et seq. (“CEQA”), the CEQA Guidelines (14 California Code of Regulations §15000 et seq.), and the City of Sacramento environmental guidelines, the City Council certified an environmental impact report (EIR) and, having reviewed and considered the information contained in the EIR, adopted findings of fact and findings of overriding consideration, adopted a mitigation monitoring program, and approved Greenbriar Development Project (P05-069) (SCH #2005062144) (Original Project). The Original Project included entitlements that approved the Greenbriar project at the planning level, but required further entitlements for actual development of the project site.

B. On May 30, 2017 the City Council approved revisions to the Greenbriar project as Phase 1, approved an addendum to the EIR and adopted a revised mitigation monitoring program for the project (Resolution No. 2017-0207)

C. Project requests entitlements that would result in revisions to development of the project site.

D. The City has reviewed environmental issue areas that could be affected by the Project and has determined that the entitlements requested do not require the preparation of a subsequent EIR. An Addendum to the
previously certified EIR has been prepared to address the potential environmental effects of the Project.

Section 2. The City Council has reviewed and considered the information contained in the previously certified EIR for the Greenbriar project, the previously adopted findings of fact and findings of overriding consideration, the Addendum and all oral and documentary evidence received during the hearing on the Project. The City Council finds that the previously certified EIR and the Addendum constitute an adequate, accurate, objective, and complete review of the proposed Project and finds that no additional environmental review is required based on the reasons set forth below:

A. No substantial changes are proposed by the Project that will require major revisions of the previously certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

B. No substantial changes have occurred with respect to the circumstances under which the Project will be undertaken which will require major revisions to the previously certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

C. No new information of substantial importance has been found that shows any of the following:
   1. The Project will have one or more significant effects not discussed in the previously certified EIR;
   2. Significant effects previously examined will be substantially more severe than shown in the previously certified EIR;
   3. Mitigation measures previously found to be infeasible would in fact be feasible and would substantially reduce one or more significant effects of the Current Project; or
   4. Mitigation measures which are considerably different from those analyzed in the previously certified EIR would substantially reduce one or more significant effects on the environment.

Section 3. Based on its review of the previously certified EIR for the Project, the previously adopted findings of fact and findings of overriding consideration, the addendum, and all oral and documentary evidence received during the hearing on the Project, the City Council finds that the EIR and Addendum reflect the City Council’s independent judgment and analysis, certifies the EIR and the Addendum for the Project, and readopts the findings of fact and findings of overriding considerations.

Section 4. The mitigation monitoring program for the Greenbriar project is adopted for the Project, and the mitigation measures shall be implemented and monitored as set forth in the program, based on the following findings of fact:

A. The mitigation monitoring program has been adopted and implemented as part of the Project;
B. The addendum to the EIR does not include any new mitigation measures, and has not eliminated or modified any of the mitigation measures included in the mitigation monitoring program;

C. The mitigation monitoring program meets the requirements of CEQA Section 21081.6 and the CEQA Guidelines section 15091.

Section 5. Upon approval of the Project, the City Manager shall file or cause to be filed a Notice of Determination with the Sacramento County Clerk and, if the project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to section 21152(a) of the Public Resources Code and the State EIR Guidelines adopted pursuant thereto.

Section 6. Pursuant to Guidelines section 15091(e), the documents and other materials that constitute the record of proceedings upon which the City Council has based its decision are located in and may be obtained from, the Office of the City Clerk at 915 I Street, Sacramento, California. The City Clerk is the custodian of records for all matters before the City Council.

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Exhibit A - Mitigation Monitoring Program

Adopted by the City of Sacramento City Council on May 21, 2019, by the following vote:

Ayes:

Noes:

Abstain:

Absent:

Attest:
Mitigation Monitoring Plan
for
Greenbriar Development Project

PREPARED FOR:

City of Sacramento
Environmental Planning Services
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Sacramento, CA 95811
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Dana Mahaffey, Planner
(916) 808-5842

PREPARED BY:

Ascent Environmental
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Sacramento, CA 95814
Contact:
Amanda Olekszulin
Project Manager
916/930-3183

April 2019
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MITIGATION MONITORING PLAN

INTRODUCTION

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

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

The environmental process for Greenbriar began in 2006 and involved the preparation of the following documents that are relevant to the proposed amendments being considered for the project:

- Draft EIR (DEIR) for the Greenbriar Development Project (Volumes I-III), July 2006
- Recirculated Draft EIR (RDEIR) for the Greenbriar Development Project (Air Quality; Hydrology, Drainage and Water Quality), November 2006
- Second Recirculated Draft EIR (SRDEIR) for the Greenbriar Development Project (Transportation and Circulation), April 2007
- Final EIR (FEIR) for the Greenbriar Development Project, August 2007

On September 19, 2007, the Sacramento Local Agency Formation Commission (LAFCo) certified the Final EIR and approved the Sphere of Influence Amendment for the project. In January 2008, the City of Sacramento certified the EIR and approved the Greenbriar Development Project (City of Sacramento 2008). After the City’s approval of the project, LAFCo approved annexation of the proposed project to the City of Sacramento service area boundary in June 2008 (LAFCo 2008). The above documents together comprise the EIR for the Greenbriar Development Project.

Following approval of the project in 2008, the Greenbriar project owner applied to the City to amend the approved project to incorporate, among other things, an updated conservation strategy for habitat preservation to benefit special-status species in the Natomas Basin developed in consultation with the City, the United States Fish and Wildlife Service (USFWS), the California Department of Fish and Wildlife (CDFW), and the United States Army Corps of Engineers (USACE). The City considered the amendment and completed an Environmental Checklist and Addendum (2017 Addendum) consistent with the requirements of the California Environmental Quality Act (CEQA) and the State CEQA Guidelines. The City thereafter approved a Minor Tentative Map Amendment on June 28, 2018, concurrently with a second Addendum to the Final EIR (2018 Addendum). The applicant now seeks Phase 2 entitlements for the Project, including a General Plan Amendment, Rezone, PUD Schematic Plan Amendment, Tentative Master Parcel Map, and Tentative Subdivision Map. A third Addendum to the 2008 Final EIR (2019 Addendum) has been prepared consistent with the requirements of CEQA and the CEQA Guidelines.
This MMP reflects mitigation measures as set forth in the 2008 EIR, as updated in the 2017 Addendum, the 2018 Addendum, and the 2019 Addendum, and would be adopted by the Sacramento City Council in conjunction with approval of Phase 2 entitlements for the Greenbriar Development Project.

This MMP will be kept on file at the City of Sacramento Planning Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA 95811.

**PURPOSE OF THE MMP**

This MMP has been prepared to ensure that all required mitigation measures are implemented and completed according to schedule and maintained in a satisfactory manner during project construction and implementation, as required. The MMP may be modified by the City during project implementation, as necessary, in response to changing conditions or other refinements. A summary table (attached) has been prepared to assist the responsible parties in implementing the MMP. The table identifies individual mitigation measures, monitoring/mitigation timing, responsible person/agency for implementing the measure, monitoring procedures, and a record of implementation of the mitigation measures. The numbering of mitigation measures follows the numbering sequence found in the EIR and this version reflects changes included in the 2017 Addendum, 2018 Addendum, and 2019 Addendum.

**ROLES AND RESPONSIBILITIES**

Unless otherwise specified herein, the City is responsible for taking all actions necessary to implement the mitigation measures according to the specifications provided for each measure and for demonstrating that the action has been successfully completed. The City at its discretion may delegate implementation responsibility or portions thereof to a licensed contractor.

The City will be responsible for overall administration of the MMP and for verifying that City staff or a qualified construction contractor has completed the necessary actions for each measure. The City will each designate a project manager to oversee the MMP during the construction period. Duties of the project manager include the following:

- Ensure that routine inspections of the construction site are conducted by appropriate City staff; and check plans, reports, and other documents required by the MMP.
- Serve as a liaison between the City and the construction contractor regarding mitigation monitoring issues.
- Complete forms and maintain records and documents required by the MMP.
- Coordinate and ensure that corrective actions or enforcement measures are taken, if necessary.

**CHANGES TO MITIGATION MEASURES**

Any substantive change in the MMP made by City staff shall be reported in writing. Reference to such changes shall be made in the Environmental Mitigation Monitoring Checklist prepared by City staff. Modifications to the mitigation measures may be made by City or LAFCo staff subject to one of the following findings and documented by evidence included in the record:

1. The mitigation measure included in the Final EIR and the MMP is no longer required because the significant environmental impact identified in the Final EIR has been found not to exist or to occur at a level which makes the impact less than significant as a result of changes in the project, changes in conditions of the environment, or other factors.
OR

2. The modified or substitute mitigation measure to be included in the MMP provides a level of environmental protection equal to or greater than that afforded by the mitigation measure included in the Final EIR and the MMP.

AND

3. The modified or substitute mitigation measures do not have significant adverse effects on the environment in addition to or greater than those which were considered by the responsible hearing bodies in their decisions on the Final EIR and the proposed project.

AND

4. The modified or substitute mitigation measures are feasible, and the City, through measures included in the MMP or other City procedures, can assure their implementation.

Findings and related documentation supporting the findings involving modifications to mitigation measures shall be maintained in the project file with the MMP and shall be made available to the public upon request.

MMP SUMMARY TABLE

The MMP Summary Table that follows should guide the City in their evaluation and records of the implementation of mitigation measures.

The column categories identified in the MMP Summary Table are described below:

- **Summary of Mitigation** – lists the mitigation measures by number identified in the EIR and provides the text of the mitigation measures identified in the EIR. Where mitigation language was added or changed in the 2017, 2018, and 2019 Addenda, it is incorporated herein.

- **Action** – describes the type of action taken to verify implementation of the mitigation.

- **Implementing Party** - identifies the entity responsible for complying with the requirements of the mitigation measure.

- **Timing** – lists the time frame in which the mitigation will take place.

- **Monitoring Party** – identifies the agency that verifies compliance.
<table>
<thead>
<tr>
<th>Summary of Measure</th>
<th>Action</th>
<th>Implementing Party</th>
<th>Timing</th>
<th>Monitoring Party</th>
<th>Date(s) of Completion/Inspection(s) / Report(s)</th>
<th>Notes</th>
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<tbody>
<tr>
<td><strong>6.1 Transportation and Circulation</strong></td>
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<tr>
<td><strong>6.1-1a: Develop a Financial Plan</strong></td>
<td>Prepare Greenbriar Finance Plan</td>
<td>Project applicant, City of Sacramento</td>
<td>Concurrent with project approval</td>
<td>City of Sacramento Community Development Department</td>
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<tr>
<td>The applicant shall be required to develop the Greenbriar Finance Plan for review and approval by the City prior to annexation. The plan shall identify the financing mechanisms for all feasible transportation improvements defined as mitigation measures, including but not limited to, new roadways, roadways widening, traffic signals, and public transit. The project applicant shall coordinate the preparation of the finance plan with the City of Sacramento, Sacramento County, and the Metro Air Park Public Facilities Financing Plan. All mitigation measures with “fair share” contributions would be implemented through the proposed financing mechanism(s) indicated in the finance plan or by some other mechanism as determined by the City of Sacramento in consultation with the Sacramento County. The Greenbriar Finance Plan shall be adopted by the City at the time the project is considered for approval. A copy of the Draft Greenbriar Finance Plan is included in Appendix C of the EIR.</td>
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<tr>
<td><strong>6.1-1b: Meister Way Overpass</strong></td>
<td>Ensure construction and operation of Meister Way overpass</td>
<td>Project applicant and City of Sacramento</td>
<td>On or before 65% buildout of project based on total project trip generation</td>
<td>City of Sacramento Community Development Department</td>
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<tr>
<td>The project applicant in coordination with the City shall ensure that the Meister Way overpass is constructed and in operation on or before 65% buildout of the project based on total project trips. With implementation of this improvement, operating conditions at study area intersections would substantially improve as shown in Table 6.1-30 below. Exhibit 6.1-16 of the DEIR shows the Baseline plus Project peak-hour turning movement volumes with the Meister Way overpass and Exhibit 6.1-17 shows the Baseline plus Project lane configurations with Meister Way overpass.</td>
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<tr>
<td><strong>6.1-1c: Elverta Road and SR 70/99</strong></td>
<td>Re-stripe westbound Elverta Road approach to provide two turn lanes and a shared through-right turn lane (currently, a left turn lane, a shared left turn-through lane, and a right turn lane). Available right-of-way currently exists at this intersection to implement this mitigation measure.</td>
<td>Project applicant</td>
<td>Prior to issuance of first occupancy permit</td>
<td>City of Sacramento Community Development Department</td>
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</tbody>
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### Table 1  Mitigation Monitoring and Reporting Table

<table>
<thead>
<tr>
<th>Summary of Measure</th>
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<th>Date(s) of Completion/Inspection(s) / Report(s)</th>
<th>Notes</th>
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<tr>
<td><strong>Construction outside existing right-of-way would not be required.</strong></td>
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<tr>
<td><strong>6.1-1d: Elkhorn Boulevard and Lone Tree Road</strong></td>
<td>Construct traffic signal at Elkhorn Boulevard and Lone Tree Road</td>
<td>Project applicant</td>
<td>On or before 50% buildout of project based on total project trip</td>
<td>City of Sacramento Community Development Department</td>
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<td></td>
<td>Intersection</td>
<td></td>
<td>generation</td>
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<tr>
<td><strong>6.1-1e: SR 70/99 Northbound Ramps and Elkhorn Boulevard</strong></td>
<td>Prepare City-Council-approved Finance Plan to fund traffic mitigation</td>
<td>Project applicant and City of Sacramento</td>
<td>Finance Plan shall be prepared prior to project approval.</td>
<td>City of Sacramento Community Development Department</td>
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<td>to ensure that the project applicant will pay their fair-share costs</td>
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<td>toward the installation of a traffic signal at the SR 70/99 Northbound</td>
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<td></td>
<td>Ramps and Elkhorn Boulevard</td>
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<td></td>
<td>Intersection</td>
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<tr>
<td><strong>6.1-1f: Elkhorn Boulevard and E. Commerce Way</strong></td>
<td>Prepare City-Council-approved Finance Plan to fund traffic mitigation</td>
<td>Project applicant and City of Sacramento</td>
<td>Prior to project approval</td>
<td>City of Sacramento Community Development Department</td>
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<td></td>
<td>to ensure that the project applicant will pay their fair-share costs</td>
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<td></td>
<td>toward the installation of a traffic signal at the Elkhorn Boulevard/East Commerce Way Intersection</td>
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</table>

City of Sacramento Greenbriar Development Project
Mitigation Monitoring Plan
### Table 1  Mitigation Monitoring and Reporting Table

<table>
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<tr>
<th>Summary of Measure</th>
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</tr>
</thead>
<tbody>
<tr>
<td>6.1-1g: Elkhorn Boulevard and Project Street 1 (City of Sacramento)</td>
<td>Construct traffic signal at Elkhorn Boulevard and Project Street 1</td>
<td>Project applicant</td>
<td>Prior to issuance of first occupancy permit</td>
<td>City of Sacramento Community Development Department</td>
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<td></td>
</tr>
<tr>
<td>6.1-1h: Elkhorn Boulevard and Project Street 2</td>
<td>Construct traffic signal at Elkhorn Boulevard and Project Street 2</td>
<td>Project applicant</td>
<td>Prior to issuance of first occupancy permit</td>
<td>City of Sacramento Community Development Department</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6.1-i: Elkhorn Boulevard and Project Street 3</td>
<td>Make revisions to project plans so Elkhorn Boulevard and Project Street 3 is restricted to right in/right out access only</td>
<td>Project applicant</td>
<td>Prior to issuance of first occupancy permit</td>
<td>City of Sacramento Community Development Department</td>
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</tr>
<tr>
<td>6.1-2a: Meister Way Overpass (City of Sacramento)</td>
<td>See 6.1-1b above</td>
<td>See 6.1-1b above</td>
<td>See 6.1-1b above</td>
<td>See 6.1-1b above</td>
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<tr>
<td>6.1-2b: Elkhorn Boulevard west of SR 70/99 Interchange</td>
<td>Widen Elkhorn Boulevard west of SR 70/99 interchange to Lone Tree Road to provide two travel lanes in each direction. Right-of-way for the recommended widening is currently available and has been secured by the City.</td>
<td>Project applicant</td>
<td>On or before 60% total buildout of the project based on total project trip generation</td>
<td>City of Sacramento Community Development Department</td>
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</tr>
<tr>
<td>6.1-2c: Meister Way west of SR 70/99</td>
<td>Widen Meister Way west of SR 70/99 to provide two travel lanes in each direction from the first street intersection of SR 70/99 (Meister Way and 28 Street/36 Street [identified on the tentative map]) west to Lone Tree Road. Right-of-way</td>
<td>Project applicant</td>
<td>On or before 66% total buildout of the project based on total project trip generation</td>
<td>City of Sacramento Community Development Department</td>
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</tbody>
</table>
### Table 1: Mitigation Monitoring and Reporting Table

<table>
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</tr>
</thead>
<tbody>
<tr>
<td>for the recommended widening is currently available on-site.</td>
<td>Road</td>
<td></td>
<td>generation</td>
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</tr>
<tr>
<td><strong>6.1-3a: Meister Way Overpass (City of Sacramento)</strong> &lt;br&gt;The project applicant shall implement Mitigation Measure 6.1-1b above (i.e., construct the Meister Way overpass).</td>
<td>See 6.1-1b above</td>
<td>See 6.1-1b above</td>
<td>See 6.1-1b above</td>
<td>See 6.1-1b above</td>
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<tr>
<td><strong>6.1-3b: SR 70/99 Northbound to Elkhorn Boulevard off-ramp</strong> &lt;br&gt;a. The project applicant shall implement mitigation measure 6.1-1e, which would require the installation of a traffic signal at the SR 70/99 Northbound Ramps and Elkhorn Boulevard intersection.</td>
<td>a. see 6.1-1e</td>
<td>a. see 6.1-1e</td>
<td>a. see 6.1-1e</td>
<td>a. see 6.1-1e</td>
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<tr>
<td>b. Before project approval, the project applicant shall in coordination with the City, prepare a City Council-approved Finance Plan to fund necessary traffic mitigation. This funding mechanism shall be in conformance with the Draft Greenbriar Finance Plan presented in Appendix C. This funding mechanism shall ensure that the project applicant will pay their fair-share costs toward the widening of the off-ramp from one lane to two lanes. The Draft Greenbriar Finance Plan identifies 100% of the funding needed to construct this improvement. This improvement is included in the Metro Air Park Financing Plan (MAPFP) and the North Natomas Public Facilities Finance Plan.</td>
<td>b. Prepare City-Council-approved Finance Plan to ensure that the project applicant will pay their fair-share costs toward the widening of the off-ramp from one lane to two lanes</td>
<td>b. Project applicant and City of Sacramento</td>
<td>b. Concurrent with project approval</td>
<td>b. City of Sacramento Community Development Department</td>
<td></td>
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</tr>
<tr>
<td><strong>6.1-3c: SR 70/99 Southbound to I-5 Southbound on-ramp</strong> &lt;br&gt;Prior to issuance of any building permits, the City will establish a Traffic Congestion Relief Fund to fund over all congestion relief projects.</td>
<td>a. Establish a Traffic Congestion Relief Fund</td>
<td>a. City of Sacramento</td>
<td>a. Upon issuance of building permits</td>
<td>a. City of Sacramento Community Development Department</td>
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<tr>
<td>Upon the City’s issuance of any building permit for the project, the project applicant shall pay its fair-share contribution to the City’s Traffic Congestion Relief Fund. Monies collected within the City’s fund will be used by the City in the time and manner as required by the City</td>
<td>b. Pay fair-share to the City’s Traffic Congestion Relief Fund</td>
<td>b. Project applicant</td>
<td>b. Upon issuance of any building permit</td>
<td>b. City of Sacramento Community Development Department</td>
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</tbody>
</table>
of Sacramento, in coordination with Caltrans and other transportation agencies including Regional Transit, to fund improvements that would relieve freeway congestion. As determined in consultation with Caltrans and RT, the project’s fair-share contribution for all feasible (project and cumulative) mainline freeway improvements would be $1,135,904.

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

The project applicant shall implement Mitigation Measure 6.1-3c.

- **a.** See 6.1-3c above
- **b.** Pay fair-share to the City’s Traffic Congestion Relief Fund

Upon the City’s issuance of any building permit for the project, the project applicant shall pay its fair-share contribution to the City’s Traffic Congestion Relief Fund. This contribution has been previously identified within the fair-share funds calculated for Mitigation Measure 6.1-3c. Monies collected within the City’s fund will be used by the City in the time and manner as required by the City of Sacramento, in coordination with Caltrans and other transportation agencies including Regional Transit. The City’s Traffic Congestion Relief Fund will be used to implement projects that would reduce mainline freeway congestion.

### 6.1-4c: I-5 north of I-5/I-80 Interchange between I-80 and Arena Boulevard Exit

- **a.** The project applicant shall implement Mitigation Measure 6.1-3c.

- **b.** Upon the City’s issuance of any building permit for the project, the project applicant shall pay its fair-share contribution to the City’s Traffic Congestion Relief Fund. This contribution has been previously identified within the fair-share funds calculated for Mitigation Measure 6.1-3c. Monies will be deposited within the City’s fund in the time and manner as required by the City of Sacramento, in coordination with Caltrans and other transportation agencies including Regional Transit. The City’s

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**Table 1 Mitigation Monitoring and Reporting Table**

<table>
<thead>
<tr>
<th>Summary of Measure</th>
<th>Action</th>
<th>Implementing Party</th>
<th>Timing</th>
<th>Monitoring Party</th>
<th>Date(s) of Completion/Inspection(s)/Report(s)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.1-4b: I-5 North of Del Paso Road (City of Sacramento and Caltrans)</td>
<td>a. See 6.1-3c above</td>
<td>b. Pay fair-share to the City’s Traffic Congestion Relief Fund</td>
<td>a. See 6.1-3c above</td>
<td>b. City of Sacramento Community Development Department</td>
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<tr>
<td>Summary of Measure</td>
<td>Action</td>
<td>Implementing Party</td>
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<td><strong>Traffic Congestion Relief Fund will be used to implement projects that would reduce mainline freeway congestion.</strong></td>
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</tbody>
</table>
| **6.1-4c: SR 70/99 between Elkhorn Boulevard and I5/SR 70/99 Interchange**  
The project applicant shall implement Mitigation Measure 6.1-3c.  
Upon the City’s issuance of any building permit for the project, the project applicant shall pay its fair-share contribution to the City’s Traffic Congestion Relief Fund. This contribution has been previously identified within the fair-share funds calculated for Mitigation Measure 6.1-3c. Monies will be deposited within the City’s fund in the time and manner as required by the City of Sacramento, in coordination with Caltrans and other transportation agencies including Regional Transit.  
The City’s Traffic Congestion Relief Fund will be used to implement projects that would reduce mainline freeway congestion.  
a. See 6.1-3c above  
b. Pay fair-share to the City’s Traffic Congestion Relief Fund  
% | a. See 6.1-3c above  
b. Project applicant  
% | a. See 6.1-3c above  
b. Upon issuance of building permits  
% | a. See 6.1-3c above  
b. City of Sacramento Community Development Department  
% |
| **6.1-5a: Elkhorn Boulevard and Lone Tree Road**  
The project applicant shall provide an expanded intersection with a right turn pocket length of 200 feet for vehicles turning right onto northbound Lone Tree Road from the westbound Elkhorn Boulevard approach.  
Coordinate with Sacramento County to acquire additional right-of-way to allow expansion of the Elkhorn Boulevard/Lone Tree Road intersection with a right-turn pocket length of 200 feet for vehicles turning right onto northbound Lone Tree Road from westbound Elkhorn Boulevard  
Project applicant and City of Sacramento  
Prior to project buildout  
City of Sacramento Community Development Department  
% |
| **6.1-5b: SR 70/99 Southbound Ramps and Elkhorn Boulevard**  
Before project approval, the project applicant shall in coordination with the City, prepare a City Council-approved Finance Plan to fully fund necessary traffic mitigation. This funding mechanism shall be in conformance with the Draft Greenbriar Finance Plan presented in Appendix C. This funding mechanism shall ensure that the project Prepare City-Council-approved Finance Plan to ensure that the project applicant will pay their fair-share costs toward the re-striping of the SR 70/99  
Project applicant and City of Sacramento  
Prior to project approval  
City of Sacramento Community Development Department  
% |
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<tr>
<td>applicant will pay their fair-share costs (determined in consultation with the City and Caltrans) toward the restriping of the SR 70/99 southbound off-ramp approach to provide a left-turn lane, a shared left turn-right turn lane, and two right-turn lanes (cumulative base lane geometry assumes two left turn and two right turn lanes). The Draft Greenbriar Finance Plan identifies 100% of the funding needed to construct this improvement.</td>
<td>prepare a City Council-approved Finance Plan to ensure that the project applicant will pay their fair-share costs toward the restriping of the SR 70/99 northbound off-ramp approach to provide two left-turn lanes, a shared left turn-right turn lane, and a right-turn lane (cumulative base lane geometry assumes two left turn and two right turn lanes). The Draft Greenbriar Finance Plan identifies 100% of the funding needed to construct this improvement.</td>
<td>Project applicant and City of Sacramento</td>
<td>Prior to project approval</td>
<td>City of Sacramento Community Development Department</td>
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<tr>
<td>6.1-5c: SR 70/99 Northbound Ramps and Elkhorn Boulevard</td>
<td>Prepare City Council-approved Finance Plan to ensure that the project applicant will pay their fair-share costs toward the restriping of the SR 70/99 northbound off-ramp approach to provide two left-turn lanes, a shared left turn-right turn lane, and a right-turn lane (cumulative base lane geometry assumes two left turn and two right turn lanes). The Draft Greenbriar Finance Plan identifies 100% of the funding needed to construct this improvement.</td>
<td>Project applicant and City of Sacramento</td>
<td>Prior to project approval</td>
<td>City of Sacramento Community Development Department</td>
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<tr>
<td>6.1-5d: Metro Air Parkway and I-5 Northbound Ramps</td>
<td>Prepare City Council-approved Finance Plan to ensure that the project applicant will pay their fair-share costs toward the restriping of the I-5 northbound off-ramp approach to provide a left-turn lane, a shared left turn-right turn lane and two right-turn lanes (cumulative base lane geometry assumes two left turn and two right turn lanes). The Draft Greenbriar Finance Plan identifies 100% of the funding needed to construct this improvement.</td>
<td>Project applicant and City of Sacramento</td>
<td>Prior to project approval</td>
<td>City of Sacramento Community Development Department</td>
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<tr>
<td>6.1-5e: Meister Way and Metro Air Parkway</td>
<td>Coordinate with Project applicant Prior to City of</td>
<td>Project applicant Prior to City of</td>
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<td>Adding a left-turn lane and restriping the westbound Meister Way approach to provide two left-turn lanes and a shared, through right-turn lane (cumulative base lane geometry assumes a left turn lane, a through lane, and a right turn lane) would mitigate this impact to a less-than-significant level. However, construction of this mitigation measure would require the acquisition of additional right-of-way which is not controlled by the applicant.</td>
<td>Sacramento County to acquire additional right-of-way to allow adding a left-turn lane and restriping the westbound Meister Way approach to provide two left-turn lanes and a shared, through right-turn lane and City of Sacramento</td>
<td>project by buildout, Sacramento Community Development Department</td>
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<tr>
<td>6.1-5f: Meister Way and Lone Tree Road</td>
<td>Coordinate with Sacramento County to acquire additional right-of-way to allow adding a left-turn lane for the eastbound and westbound Meister Way approaches, and southbound Lone Tree Road approach</td>
<td>Project applicant and City of Sacramento</td>
<td>Prior to project buildout</td>
<td>City of Sacramento Community Development Department</td>
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<tr>
<td>6.1-5g: Meister Way and E. Commerce Way</td>
<td>Revise the improvement plan to provide a left-turn lane for the northbound East Commerce Way approach, an additional lane for the eastbound Meister Way approach, and restripe the eastbound Meister Way approach to provide a left-turn lane and a right-turn lane (base cumulative lane geometry assumed to have a shared left turn-right turn lane for the eastbound approach).</td>
<td>Project applicant</td>
<td>Prior to 65% buildout of project site</td>
<td>City of Sacramento Community Development Department</td>
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<tr>
<td>6.1-5h: Elkhorn Boulevard and Project Street 1</td>
<td>Not applicable</td>
<td>Not applicable</td>
<td>Not applicable</td>
<td>Not applicable</td>
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<tr>
<td>Construction of an additional through lane for the eastbound and westbound Elkhorn Boulevard approaches (cumulative base lane geometry assumes three through lanes in each direction on Elkhorn Boulevard) would reduce this impact to a less-than-significant level. However, this measure would require the acquisition of additional right-of-way beyond the maximum right-of-way proposed by the City/County for this roadway.</td>
<td>applicable</td>
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<tr>
<td>6.1-5i: Elkhorn Boulevard and Project Street 2</td>
<td>Not applicable</td>
<td>Not applicable</td>
<td>Not applicable</td>
<td>Not applicable</td>
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<tr>
<td>6.1-5j: Elkhorn Boulevard and Project Street 3</td>
<td>Restrict the left turn in/out movement at this intersection so that it will be right in/ right out movement only with a stop sign control on the side street</td>
<td>Project applicant and City of Sacramento</td>
<td>Prior to project buildout</td>
<td>City of Sacramento Community Development Department</td>
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<tr>
<td>6.1-6a: Elkhorn Boulevard west of SR 70/99 Interchange</td>
<td>Establish a funding mechanism to fully fund necessary traffic mitigation to ensure that the project</td>
<td>Project applicant and City of Sacramento</td>
<td>Prior to project approval</td>
<td>City of Sacramento Community Development</td>
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Mitigation Monitoring Plan
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<td>Widening to eight lanes is not feasible nor planned by the City. Therefore, before project approval, the project applicant shall, in coordination with the City, establish a funding mechanism to fully fund necessary traffic mitigation. This funding mechanism shall be in conformance with the Draft Greenbriar Finance Plan presented in Appendix C. This funding mechanism shall ensure that the project applicant will pay their fair-share costs towards widening Elkhorn Boulevard to six lanes west of the SR 70/99 Interchange (the number of lanes planned by the City of Sacramento). The City and developers of the MAP project have identified 100% of the funding necessary to widen the Elkhorn Boulevard/SR 70/99 overpass to six lanes.</td>
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#### 6.1-6b: Meister Way west of SR 70/99
The project applicant shall implement Mitigation measure 6.1-2c.

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<tr>
<td>Widen Meister Way west of SR 70/99 to provide two travel lanes in each direction from the first street intersection of SR 70/99 west to Lone Tree Road</td>
<td>Project applicant</td>
<td>Prior to 66% buildout of project site</td>
<td>City of Sacramento Community Development Department</td>
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#### 6.1-7a: SR 70/99 Northbound to Elkhorn Boulevard off-ramp
The project applicant shall coordinate with Caltrans to pay its fair share contribution to implement mitigation measure 6.1-5c, which requires re-striping the SR 99 northbound off-ramp approach to provide two left-turn lanes, a shared left turn-right turn lane and a right-turn lane (cumulative base lane geometry assumes two left turn and two right turn lanes). With implementation of this mitigation measure and widening this ramp from one lane to two lanes, this ramp would operate at LOS C and this impact would be reduced to a less-than-significant level. However, these ramps are not under the jurisdiction of the City of Sacramento (i.e., subject to Caltrans jurisdiction). While the project would contribute funds that would implement measures that would fully mitigate impacts to this intersection to a less-than-significant level, it is unknown whether these measures would be implemented because they are not subject

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<tr>
<td>Prepare City-Council-approved Finance Plan to ensure that the project applicant will pay their fair-share costs toward the re-striping of the SR 70/99 northbound off-ramp approach to provide two left-turn lanes, a shared left turn-right turn lane, and a right-turn lane</td>
<td>Project applicant and City of Sacramento</td>
<td>Prior to project approval</td>
<td>City of Sacramento Community Development Department</td>
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<td>to the control of the City.</td>
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<tr>
<td>b. Upon the City’s issuance of any building permit for the project, the project applicant shall pay its fair-share contribution to the City’s Traffic Congestion Relief Fund. This contribution has been previously identified within the fair-share funds calculated for Mitigation Measure 6.1-3c. Monies will be deposited within the City’s fund in the time and manner as required by the City of Sacramento, in coordination with Caltrans and other transportation agencies including Regional Transit. The City’s Traffic Congestion Relief Fund will be used to implement projects that would reduce mainline freeway congestion.</td>
<td>b. Pay fair-share to the City’s Traffic Congestion Relief Fund</td>
<td>b. Project applicant</td>
<td>b. Upon issuance of building permits</td>
<td>b. City of Sacramento Community Development Department</td>
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<tr>
<td>6.1-7c: I-5 Northbound to Metro Air Parkway off-ramp</td>
<td>a. The project applicant shall coordinate with Caltrans and the Metro Air Park Finance Plan to pay its fair share toward widening the off-ramp to provide two additional lanes. Caltrans’ DSMP includes the reconstruction of the I-5/Metro Air Park Interchange, but does not identify specific improvements or a project construction date. Widening of the interchange to provide the two additional lanes could be accommodated within the right-of-way proposed as part of the interchange improvement.</td>
<td>a. Pay fair share toward widening of the off-ramp</td>
<td>a. Project applicant</td>
<td>a. Prior to project buildout</td>
<td>a. City of Sacramento Community Development Department and Caltrans</td>
<td></td>
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<tr>
<td>b. The project applicant shall also implement mitigation measure 6.1-5d, which requires the establishment of a funding mechanism for restriping the I-5 northbound off-ramp approach to provide a left turn lane, a shared left turn-right turn lane and two right turn lanes (cumulative base lane geometry assumes two left turn and two right turn lanes).</td>
<td>b. see 6.1-5d above</td>
<td>b. see 6.1-5d above</td>
<td>b. see 6.1-5d above</td>
<td>b. see 6.1-5d above</td>
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<tr>
<td>6.1-7d: Metro Air Parkway to I-5 Southbound loop on-ramp</td>
<td>Before project approval, the project applicant shall, in coordination Prepare City-Council-approved Finance Plan to</td>
<td>Project applicant and City of</td>
<td>Prior to</td>
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<tr>
<td>with the City, prepare a City Council-approved Finance Plan to fully fund necessary traffic mitigation. This funding mechanism shall be in conformance with the Greenbriar Finance Plan presented in Appendix C of the DEIR. This funding mechanism shall ensure that the project applicant will pay their fair-share costs (determined in consultation with the City and Caltrans) toward the widening of the on-ramp to provide two additional lanes. The Greenbriar Finance Plan identifies 100% of the funding needed to construct this improvement.</td>
<td>ensure that the project applicant will pay their fair-share costs toward the widening of the I-5 southbound loop on-ramp to provide two additional lanes</td>
<td>Sacramento approval</td>
<td>Community Development Department</td>
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6.1-8a: I-5 east of Powerline Road to the MAP Interchange  
   a. The project applicant shall implement Mitigation Measure 6.1-3c.  
      b. Upon the City's issuance of any building permit for the project, the project applicant shall contribute its fair share toward widening this segment to six lanes (currently four lanes). This mitigation would improve the operating conditions of this segment during peak conditions to an acceptable LOS. The Caltrans' District 3 DSMP includes adding an HOV lane to I-5 by the year 2020 and according to the Metro Air Park Finance Plan, this segment of I-5 would be upgraded to six lanes with buildout of the Metro Air Park project. Therefore, before recordation of the first map, the project applicant shall, in coordination with the City, prepare a City Council-approved Finance Plan. This funding mechanism shall be in conformance with the Greenbriar Finance Plan presented in Appendix C of the DEIR. This funding mechanism shall ensure that the project applicant will pay their fair-share costs, determined in consultation with the City and in coordination with the Metro Air Park Finance Plan, toward the widening of I-5 to six lanes.  
      a. See 6.1-3c above  
      b. Pay fair-share to the City's Traffic Congestion Relief Fund

6.1-8b: I-5 north of Del Paso Road  
   a. The project applicant shall implement Mitigation Measure 6.1-3c.  
      a. See 6.1-3c above
<table>
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<td>b. Upon the City's issuance of any building permit for the project, the project applicant shall contribute its fair share amount in the City's Traffic Congestion Relief Fund. This contribution has been previously identified within the fair-share funds calculated for Mitigation Measure 6.1.3c. Monies will be deposited within the City's fund in the time and manner as required by the City of Sacramento, in coordination with Caltrans and other transportation agencies including Regional Transit. The City's Traffic Congestion Relief Fund will be used to implement projects that would reduce mainline freeway congestion.</td>
<td>b. Pay fair-share to the City's Traffic Congestion Relief Fund</td>
<td>b. Project applicant</td>
<td>b. Upon issuance of building permits</td>
<td>b. City of Sacramento Community Development Department</td>
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<tr>
<td>6.1.8c: I-5 north of I-5/I-80 Interchange between I-80 and Arena Boulevard Exit</td>
<td>a. The project applicant shall implement Mitigation Measure 6.1.3c.</td>
<td>a. See 6.1.3c above</td>
<td>a. See 6.1.3c above</td>
<td>a. See 6.1.3c above</td>
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<tr>
<td>b. Upon the City’s issuance of any building permit for the project, the project applicant shall contribute its fair share amount in the City’s Traffic Congestion Relief Fund. This contribution has been previously identified within the fair-share funds calculated for Mitigation Measure 6.1.3c. Monies will be deposited within the City’s fund in the time and manner as required by the City of Sacramento, in coordination with Caltrans and other transportation agencies including Regional Transit. The City’s Traffic Congestion Relief Fund will be used to implement projects that would reduce mainline freeway congestion.</td>
<td>b. Pay fair-share to the City’s Traffic Congestion Relief Fund</td>
<td>b. Project applicant</td>
<td>b. Upon issuance of building permits</td>
<td>b. City of Sacramento Community Development Department</td>
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<tr>
<td>6.1.9: Bicycle and Pedestrian Facilities</td>
<td>a. Prior to recordation of the first map, the project applicant shall coordinate with the City of Sacramento Development Engineering Division to identify the necessary on- and off-site pedestrian and bicycle facilities to serve the proposed development. These facilities shall be incorporated into the project and could include: sidewalks, stop signs, in-pavement lighted crosswalks, standard pedestrian and school crossing warning signs, lane striping to provide a bicycle lane, bicycle parking, signs to identify pedestrian and bicycle paths, marked and raised crosswalks, and pedestrian signal heads.</td>
<td>a.f. Coordinate with the City of Sacramento Development Engineering and Finance Division to identify the necessary on- and off-site pedestrian and bicycle facilities to serve the proposed development</td>
<td>a.f. Project applicant</td>
<td>a.f. Prior to recordation of the first map</td>
<td>a.f. City of Sacramento Community Development Department</td>
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<td><strong>b.</strong> Circulation and access to all proposed parks and public spaces shall include sidewalks that meet American with Disability Act Standards.</td>
<td>a.-c. Fund and operate an interim shuttle/bus transportation service for residents and patrons of the project site</td>
<td>a.-c. Project applicant</td>
<td>a.-c. Prior to construction and operation of LRT station along Meister Way and after</td>
<td>a.-c. City of Sacramento Community Development Department</td>
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<tr>
<td><strong>c.</strong> The project applicant shall dedicate a buffer along the edges of the project site (south and, east) to the City of Sacramento. This buffer shall be landscaped by the project applicant and shall provide space for future 10-foot off-street bikeways that would connect residents and employees to the NNCP area and other Class I bike facilities.</td>
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<td><strong>d.</strong> The project applicant shall provide on-street bicycle lanes 5-6-feet wide within the community. Details on the design and siting of these bike lanes shall be done in consultation with the City of Sacramento Development Engineering Division.</td>
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<tr>
<td><strong>e.</strong> Bicycle parking shall conform to City standards and shall be located in high visibility areas to encourage bicycle travel. Class I (i.e., bicycle lockers) and Class II (i.e., racks) bicycle facilities shall be provided throughout the commercial areas of the project, at a ratio of 1 bicycle storage space for every 20 off-street vehicle parking spaces required. Fifty percent of the storage spaces shall be Class I facilities and the remaining 50% shall be Class II facilities.</td>
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<td><strong>f.</strong> The project applicant shall provide residents, tenants, and employees of the project site with information regarding the Sacramento Area Council of Government’s (SACOG) Rideshare bicycle commuting program.</td>
<td>a.-c. Project applicant</td>
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<td>a.-c. City of Sacramento Community Development Department</td>
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6.1-10: Public Transportation

a. Prior to the construction and operation of RT’s proposed LRT station along Meister Way, the project applicant shall fund and operate an interim shuttle/bus transportation service for residents and patrons of the project site. The project applicant shall develop this interim transit service in consultation with the City of Sacramento and the RT. The interim transit service shall provide transit services for peak commute periods. To promote the use of public transit services, the project applicant at the

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<td>sale of proposed residences shall promote the availability of transit services. Once demand for public transit services reaches 50 service requests, the project applicant shall begin to provide transit services and shall increase those services in proportion to the development levels and increased rider ship levels occurring on the project site.</td>
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<td>receiving 50 service requests from on-site residents</td>
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<td>The transit service shall take residents to the Central Business District (CBD) (i.e., downtown Sacramento) where they can transfer to light rail, bus, or train and connect to anywhere in greater Sacramento region and to the Bay Area. The transit service shall connect residents to the following transit services: Sacramento Regional Transit, El Dorado Transit, Yuba-Sutter Transit, Yolo Bus, Placer County Transit, San Joaquin Transit, Fairfield/Suisun Transit, Amador Transit, Roseville Transit, ETRAN (Elk Grove), and the Capitol Corridor/Amtrak. Midday service shall also be considered as development and rider ship demands increase.</td>
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<td><strong>6.1.11: Construction Traffic Management Plan</strong></td>
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<td>a. Final design and operation of the transit service will be subject to the approval of the City and other proposed operating agencies (e.g., RT).</td>
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<td><strong>a. Prepare a detailed Traffic Management Plan</strong></td>
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</table>
| a. Prior to issuance of grading permits for the project site, the project applicant shall prepare a detailed Traffic Management Plan that will be subject to review and approval by the City Department of Transportation, and review by Caltrans, Sacramento County, and local emergency services providers including the City of Sacramento fire and police departments. The plan shall ensure that acceptable operating conditions on local roadways and freeway facilities are maintained. At a minimum, the plan shall include:  
- the number of truck trips, time an day of street closures,  
- time of day of arrival and departure of trucks,  
- limitations on the size and type of trucks, provision of a truck staging area with a limitation on the number of truck trips. | | | | | a. Project applicant a. Prior to issuance of any grading permits a. City of Sacramento Community Development Department | |
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<tr>
<td>trucks that can be waiting,</td>
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<td>▲ provision of a truck circulation pattern,</td>
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<td>▲ provision of driveway access plan along Elkhorn Boulevard so that safe vehicular,</td>
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<td>pedestrian, and bicycle movements are maintained (e.g., steel plates, minimum</td>
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<td>distances of open trenches, and private vehicle pick up and drop off areas),</td>
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<td>▲ maintain safe and efficient access routes for emergency vehicles,</td>
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<td>▲ manual traffic control when necessary,</td>
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<td>▲ proper advance warning and posted signage concerning street closures, and</td>
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<td>▲ provisions for pedestrian safety.</td>
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<td>b. A copy of the construction traffic management plan shall be submitted to</td>
<td>b. Submit Traffic Management Plan to local emergency response agencies; and notify these agencies of construction activities that would partially or fully obstruct local roadways</td>
<td>b. Project applicant</td>
<td>b. 14 days prior to the commencement of construction</td>
<td>b. City of Sacramento Community Development Department</td>
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<td>local agencies and these agencies shall be notified at least 14 days before the</td>
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<td>commencement of construction that would partially or fully obstruct local</td>
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<td>roadways.</td>
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<td>6.1-12: Parking</td>
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<td>The project applicant shall submit a detailed parking plan for each proposed</td>
<td>Submit a detailed parking plan for each proposed land use</td>
<td>Project applicant</td>
<td>Prior to approval of development entitlements</td>
<td>City of Sacramento Public Works Engineering Services Division</td>
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<td>land use at the time development entitlements (e.g., building permits or special</td>
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<td>permits) are sought. The parking plan shall ensure that parking provided on the</td>
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<td>project site would meet the City’s most current parking standards for the proposed</td>
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<td>land use and it shall identify the number and location of proposed parking spaces</td>
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<td>including proposed handicap parking spaces. If a light rail station is constructed</td>
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<td>within project site, then a park and ride lot or park and ride spaces shall be</td>
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<td>allocated in the retail zoned area in the vicinity of the proposed LRT station.</td>
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<td>The parking plan shall be subject to the</td>
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6.1-13: Project Site Access

a. Prior to 40% buildout of the project site based on total project trips, an exclusive left turn lane and a shared through-right turn lane for the project side streets with stop control shall be provided at the three four-legged project intersections along Meister Way.

b. An exclusive left turn lane for vehicles turning left from the eastbound and westbound Meister Way approaches shall be provided at these intersections. Exhibit 6.1-18 shows the proposed traffic controls throughout the project site.

c. Final design and siting of these improvements shall be subject to the approval of the City Development Engineering Division, Development Services Department.

6.1-14: Traffic Calming Measures

During review of the project’s tentative map and project entitlements, the project applicant shall coordinate with the City to identify roadways where traffic calming measures including but not limited to narrow travel lanes, speed bumps, round-a-bouts, raised intersections, and stop controls are needed to ensure the orderly, efficient, and safe flow of traffic. Design and siting of these facilities would be subject to approval by the City Development Engineering Division.

Coordinate with the City to identify roadways where traffic calming measures including but not limited to narrow travel lanes, speed bumps, round-a-bouts, raised intersections, and stop controls are needed to

Project applicant Prior to approval of final map

City of Sacramento Public Works Engineering Services Division
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<tr>
<td>Division, Development Services Department.</td>
<td>ensure the orderly, efficient, and safe flow of traffic</td>
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<td>6.1-15: Emergency Access</td>
<td>a. Coordinate with the City Development Engineering and Finance Division, Development Services Department, Fire Department, and Police Department staff to ensure the roadways provide adequate access for emergency vehicles (i.e., turning radii, lane width).</td>
<td>a. Project applicant</td>
<td>a. Prior to approval of final map</td>
<td>a. City of Sacramento Public Works Engineering Services Division</td>
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<tr>
<td>6.2 Air Quality</td>
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<td>6.2-1: Sort-Term Construction Generated Emissions</td>
<td>In accordance with the recommendations of the SMAQMD, the project applicant shall implement the following measures to reduce temporary construction emissions.</td>
<td>a(i). Provide a plan for approval by the lead agency demonstrating that the heavy-duty (&gt;50 horsepower), off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project-wide fleet-average 20% NOX reduction and 45% particulate reduction compared to the most recent ARB fleet average at the time of construction. Acceptable options for reducing</td>
<td>a(i). Project applicant and SMAQMD</td>
<td>a(i). Prior to issuance of any grading permits</td>
<td>a(i). City of Sacramento Community Development Department and SMAQMD</td>
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<td>emissions include the use of late-model engines, low-emission diesel products,</td>
<td>the time of construction</td>
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<td>particulate matter traps, engine retrofit technology, after-treatment products,</td>
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<td>and/or such other options as become available.</td>
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<td>ii. Before issuance of a grading permit, the project applicant shall submit to</td>
<td>a(ii). Submit to the lead agency and SMAQMD a comprehensive inventory</td>
<td>a(ii). Project</td>
<td>a(ii). Prior to</td>
<td>a(ii). City of</td>
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<tr>
<td>the lead agency and SMAQMD a comprehensive inventory of all off-road construction</td>
<td>of all off-road construction equipment, equal to or greater than 50 hp,</td>
<td>applicant</td>
<td>issuance of</td>
<td>Sacramento</td>
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<tr>
<td>equipment, equal to or greater than 50 hp, that will be used an aggregate of 40</td>
<td>that will be used an aggregate of 40 or more hours during any portion</td>
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<td>grading permits</td>
<td>Community</td>
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<td>or more hours during any portion of project construction. The inventory shall be</td>
<td>of project construction</td>
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<td>Development</td>
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<td>updated and submitted monthly throughout the duration of the project, except</td>
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<td>Department and</td>
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<td>that an inventory shall not be required for any 30-day period in which no</td>
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<td>SMAQMD</td>
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<td>construction operations occur. At least 48 hours before heavy-duty off-road</td>
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<td>equipment is used, the project applicant shall provide the SMAQMD with the</td>
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<td>anticipated construction timeline including start date, and the name and phone</td>
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<td>number of the project manager and on-site foreman.</td>
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<td>iii. Before issuance of a grading permit, the project applicant shall ensure</td>
<td>a(iii). Ensure that emissions from off-road, diesel-powered equipment</td>
<td>a(iii). Project</td>
<td>a(iii). Prior to</td>
<td>a(iii). City of</td>
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<td>that emissions from off-road, diesel-powered equipment used on the project site</td>
<td>used on the project site do not exceed 40% opacity for more than 3</td>
<td>applicant</td>
<td>issuance of</td>
<td>Sacramento</td>
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<tr>
<td>do not exceed 40% opacity for more than 3 minutes in any 1 hour. Any equipment</td>
<td>minutes in any 1 hour</td>
<td></td>
<td>any grading</td>
<td>Community</td>
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<td>found to exceed 40% opacity (for white smoke) or Ringlemann 2.0 (for black</td>
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<td>permits and</td>
<td>Development</td>
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<td>smoke) shall be repaired immediately, and the SMAQMD shall be notified of</td>
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<td>during</td>
<td>Department and</td>
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<td>non-compliant equipment within 48 hours of identification. A visual survey of</td>
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<td>construction</td>
<td>SMAQMD</td>
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<td>all in-operation equipment shall be made at least weekly by the construction</td>
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<td>contractor, and the contractor shall submit a monthly summary of visual survey</td>
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<td>results throughout the duration of the construction project, except that the</td>
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<td>monthly summary shall not be</td>
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<td>required for any 30-day period in which no construction operations occur. The monthly summary shall include the quantity and type of vehicles surveyed, as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance.</td>
<td>b. Implement measures to reduce fugitive dust emissions</td>
<td>b. Project applicant</td>
<td>b. During construction</td>
<td>b. City of Sacramento Community Development Department</td>
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<tr>
<td>vii. Excavation and grading activities shall be suspended when winds exceed 20 mph.</td>
<td>c. Pay $2,587,955 into SMAQMD’s off-site construction mitigation fund</td>
<td>c. Project applicant</td>
<td>c. Prior to issuance of grading permits</td>
<td>c. City of Sacramento Community Development Department and SMAQMD</td>
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<tr>
<td>viii. Sandbags or straw waddles shall be installed to prevent silt runoff to public roadways from adjacent project areas with a slope greater than 1%.</td>
<td>d. Comply with all applicable SMAQMD rules and regulations</td>
<td>d. Project applicant</td>
<td>d. During project construction</td>
<td>d. City of Sacramento Community Development Department</td>
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<td>ix. The extent of areas simultaneously subject to excavation and grading shall be limited, wherever possible, to the minimum area feasible.</td>
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<td>x. Emulsified diesel, diesel catalysts, or SMAQMD-approved equal, shall be used on applicable heavy-duty construction equipment that can be operated effectively and safely with the alternative fuel type.</td>
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<tr>
<td>xi. The applicant shall pay $2,587,955 into SMAQMD’s off-site construction mitigation fund to further mitigate construction-generated emissions of NOx that exceed SMAQMD’s daily emission threshold of 85 lb/day. The calculation of the fee listed here based on the current cost of $14,300 to reduce a ton of NOx. However, the then current cost of reducing NOx should be used at the time of the payment of the fee. The fee shall be paid to SMAQMD prior to the issuance of any grading permit for any portion of the project. The fee can be paid on an acre basis ($4,485.19) as development occurs and grading permits sought.</td>
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<tr>
<td>c. The applicant shall pay $2,587,955 into SMAQMD’s off-site construction mitigation fund to further mitigate construction-generated emissions of NOx that exceed SMAQMD’s daily emission threshold of 85 lb/day. The calculation of the fee listed here based on the current cost of $14,300 to reduce a ton of NOx. However, the then current cost of reducing NOx should be used at the time of the payment of the fee. The fee shall be paid to SMAQMD prior to the issuance of any grading permit for any portion of the project. The fee can be paid on an acre basis ($4,485.19) as development occurs and grading permits sought. (See Appendix D of the DEIR for calculation worksheet).</td>
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<td>d. In addition to the measures identified above, construction operations are required to comply with all applicable SMAQMD rules and regulations.</td>
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6.2.2: Generation of Long-Term Operational Emissions
When a proposed project’s operational emissions are estimated to exceed SMAQMD’s threshold of significance of 65 lb/day for ROG or...
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<tr>
<td>NOx, an Air Quality Mitigation Plan (AQMP) to reduce operational emissions by a minimum of 15% shall be submitted to SMAQMD for approval. The following mitigation is included in the SMAQMD-approved AQMP for this project (Appendix E) and shall be incorporated to achieve a 15% reduction.</td>
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<td>a. The entire project shall be located within ½ mile of a Class I or Class II bike lane</td>
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<td>b. The project shall provide for pedestrian improvements</td>
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<td>c. Residential use shall be within 1/4 mile of planned transit.</td>
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<td>d. Neighborhoods shall serve as focal points.</td>
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<td>e. Separate, safe, and convenient bicycle and pedestrian paths shall connect residential, commercial, and office uses.</td>
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<td>f. The project shall provide a development pattern that eliminates physical barriers that impede bicycle or pedestrian circulation.</td>
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<td>g. The lowest emitting commercially available furnaces shall be installed.</td>
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<td>h. Average residential density shall be seven dwelling units per acre or greater (residential).</td>
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<td>i. The project shall be mixed-use.</td>
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<td>j. A display case/kiosk displaying transportation information shall be provided.</td>
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<td>k. Minimum amount of parking shall be provided.</td>
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<td>l. Parking lot shade shall be increased by 10%.</td>
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<td>m. The project shall become a permanent member of a Transportation Management Association (TMA).</td>
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<td>n. The project shall provide a transportation coordinator.</td>
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<td>o. The project shall contract with landscapers complying with ARB standards.</td>
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<td>p. The project applicant shall install onsite solar systems throughout the project site, that in total generate a minimum of 3,777 MWh/year of electricity, equivalent to 12.5% of the estimated project's total building-related electricity demands. If, at the time of final map approval and building design, the applicant can demonstrate to the City that total project annual</td>
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</table>
Table 1  Mitigation Monitoring and Reporting Table

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<tbody>
<tr>
<td>electricity demand would be different, this value can be recalculated based on 12.5% of the anticipated annual electricity demand. New calculations and substantial evidence shall be provided by the applicant to the City of Sacramento for approval.</td>
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</table>

6.2-4: On-site Mobile Sources of TAC Emissions

Onsite Mobile Sources. The following mitigation measures shall be implemented:

a. Proposed facilities that would require the long-term use of diesel equipment and heavy-duty trucks shall develop and implement a plan to reduce emissions, which may include such measures as scheduling such activities when the residential uses are the least occupied, and requiring such equipment to be shut off when not in use and prohibiting heavy-trucks from idling. The plan shall be submitted to and approved by the City before loading dock activities begin. Copies of the plan shall be provided to all residential dwellings located within 1,000 feet of loading dock areas.

   a. Develop and implement a plan to reduce diesel emissions at loading dock facilities
   a. Project applicant
   a. Prior to issuance of occupancy permits for facilities with loading docks
   a. City of Sacramento Community Development Department

b. Proposed commercial/convenience land uses (e.g., loading docks) that have the potential to emit toxic air emissions shall be located as far away as feasibly possible from existing and proposed sensitive receptors.

   b. Locate commercial/convenience land uses as far away as feasibly possible from existing and proposed sensitive receptors
   b. Project applicant
   b. Prior to recordation of the first map
   b. City of Sacramento Community Development Department

6.2-5: Exposure to Odor Emissions

The following mitigation measures shall be implemented:

a. To the extent feasible, proposed commercial/convenience land uses that have the potential to emit objectionable odor emissions shall be located as far away as possible from existing and proposed receptors.

   a. Locate commercial/convenience land uses with potential to emit objectionable emissions as far away from existing and proposed
   a. Project applicant
   a. Prior to recordation of the first map
   a. City of Sacramento Community Development Department
### Table 1 Mitigation Monitoring and Reporting Table

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</thead>
<tbody>
<tr>
<td>b. When permitting the facility that would occupy the proposed commercial/convenience space, the City shall take into consideration its odor-producing potential.</td>
<td>b. Consider odor-producing potential of commercial/convenience space</td>
<td>b. City of Sacramento</td>
<td>b. Prior to approval of final map</td>
<td>b. City of Sacramento Community Development Department</td>
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<tr>
<td>c. If an odor-emitting facility is to occupy space in the commercial/convenience area, the City shall require odor control devices (e.g., wet chemical scrubbers, activated carbon scrubbers, biologically-active filters, enclosures) to be installed to reduce the exposure of receptors to objectionable odor emissions.</td>
<td>c. Install odor control devices at commercial facilities with potential to emit odors</td>
<td>c. Facility operator</td>
<td>c. Prior to approval of business license for land uses with odor-emitting facilities</td>
<td>c. City of Sacramento Community Development Department</td>
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</tbody>
</table>

### 6.3 Noise

#### 6.3-1: Construction Operations

Construction operations shall be limited to the hours between 7 a.m. to 6 p.m. Monday through Saturday, and 9 a.m. to 6 p.m. on Sunday.

<table>
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<tbody>
<tr>
<td>Limit construction hours to the hours between 7 a.m. to 6 p.m. Monday through Saturday, and 9 a.m. to 6 p.m. on Sunday.</td>
<td>Construction manager and project applicant</td>
<td>During project construction activities</td>
<td>City of Sacramento Community Development Department</td>
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</table>

#### 6.3-2: Traffic-Generated Noise

The project applicant shall implement the following measures to reduce the exposure of existing sensitive receptors to project-generated traffic noise levels.

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<tbody>
<tr>
<td>Evaluate each map to determine whether off-site, Sacramento County properties would comply with Sacramento County’s exterior noise standards. If noise levels would exceed County noise thresholds, offer the owners of the affected residences the installation of solid barriers</td>
<td>Project applicant and City of Sacramento</td>
<td>Prior to issuance of each map</td>
<td>City of Sacramento Community Development Department</td>
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</table>

City of Sacramento Greenbriar Development Project
Mitigation Monitoring Plan
Table 1  Mitigation Monitoring and Reporting Table

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<tr>
<td>Lone Tree Road south of Elkhorn Boulevard (house is 50 feet west of centerline of Lone Tree Road), Power Line Road between Elkhorn Boulevard and Del Paso Road (house is located 80 feet east of centerline of Power Line Road), and Elkhorn Boulevard between Power Line Road and Lone Tree Road (houses are located 575 feet south of centerline of Elkhorn Boulevard and 175 feet south of centerline of Elkhorn Road). Where traffic noise levels generated by individual projects do not clearly comply with the County’s exterior noise standards or result in a substantial increase in ambient noise levels at these locations, the City shall offer the owners of the affected residences the installation of solid barriers (e.g., berms, wall, and/or fences) along their affected property line. Actual installation of the barriers/fences would either be funded by, or completed by the project applicant. The barriers/fences must be constructed of solid material (e.g., wood, brick, or adobe) and be of sufficient density and height to minimize exterior noise levels. The barriers/fences shall blend into the overall landscape and have an aesthetically pleasing appearance that agrees with the color and character of nearby residences, and not become the dominant visual element of the community. Where there is a question regarding premitigation or postmitigation noise levels in a particular area, site-specific noise studies/modeling may be conducted to determine compliance or noncompliance with standards. Funding for the installation of this mitigation measure shall be provided by the project applicant.</td>
<td>(e.g., berms, wall, and/or fences) along their affected property line. Conduct site-specific noise studies/modeling to determine compliance with County noise thresholds, where necessary.</td>
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6.3-4: Surface Transportation Noise
The project shall implement the following measures before the occupancy of any proposed uses in the related impact areas, to reduce the exposure of sensitive receptors to significant noise associated with surface transportation (Bollard Acoustical Consultants, Inc. 2006, 2018 Review, 2019 Review):

a. For noise impact/mitigation area A (see Exhibit 6.3-6), a solid (e.g., earth, concrete, masonry, wood, and other materials) noise barrier shall be constructed around each project. The barrier shall be a solid (e.g., earth, concrete, masonry, wood, and other materials) noise barrier.

b. Project applicant shall conduct a site-specific noise study/modeling to determine compliance with County noise thresholds, where necessary.

c. Prior to issuance of the City of Sacramento building permit, the project applicant shall submit a report to the City of Sacramento indicating compliance with County noise thresholds, where necessary.
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<td>barrier shall be constructed of 10 feet in height relative to backyard elevation at the residences located nearest to the southern boundary, stepping down linearly to 6 feet at its northwestern terminus. The wrapped portion of the barrier along the southeast corner shall also step down to 6 feet in height at its terminus.</td>
<td>wood, and other materials) noise barrier in noise impact/mitigation area A</td>
<td>Project applicant</td>
<td>occupancy permits for residences in area A</td>
<td>Community Development Department</td>
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<tr>
<td>b. For noise impact/mitigation area B (see Exhibit 6.3-6), the drainage opening shall be shifted to the north by two lots to close the acoustic opening.</td>
<td>b. Shift the drainage opening to the north by two lots in noise impact/mitigation area B</td>
<td>Project applicant</td>
<td>b. Prior to approval of final map</td>
<td>City of Sacramento Community Development Department</td>
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<td>c. For noise impact/mitigation area C (see Exhibit 6.3-6), the spaces between the residences shall be bridged with solid noise barriers (e.g., earth, concrete, masonry, wood, and other materials) of 6 feet in height, rather than conventional wood privacy fences. Gates constructed for access into the rear yard spaces shall be constructed so as not to create appreciable acoustic leaks (e.g., constructed of solid wood, sealed to prevent sound and be continuous in length and height with minimal gap at the ground). Furthermore, the side yard privacy fences at end lots shall be replaced with solid noise barriers (e.g., earth, concrete, masonry, wood, and other materials) 8 feet in height to adequately shield backyard spaces, as shown on Attachment B to the 2019 Review.</td>
<td>c. Bridge the spaces between the residences with solid noise barriers (e.g., earth, concrete, masonry, wood, and other materials) in noise impact/mitigation area C</td>
<td>Project applicant</td>
<td>c. Prior to issuance of occupancy permits for residences in area C</td>
<td>City of Sacramento Community Development Department</td>
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<tr>
<td>d. For noise impact/mitigation area D (see Exhibit 6.3-6), all identified side-on residences shall be reoriented so that they face the roadways and the backyard spaces would be shielded by the residences. Following the reorienting of the side-on residences, the side space adjacent to the residences shall be bridged in same manner as specified above under c. Furthermore, the side yard privacy fences at end lots shall be</td>
<td>d. Reorient side-on residences so that they face the roadways and the backyard spaces would be shielded by the residences in noise impact/mitigation area D. Bridge spaces</td>
<td>Project applicant</td>
<td>d. Prior to approval of final map (re-orientation of residences) and prior to issuance of</td>
<td>City of Sacramento Community Development Department</td>
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<tr>
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<td>replaced with solid noise barriers (e.g., earth, concrete, masonry, wood, and other materials) 7 feet in height to adequately shield backyard spaces.</td>
<td>between side spaces at side-on residences. Construct solid noise barriers for side yard privacy fences at end lots.</td>
<td>City of Sacramento</td>
<td>occupancy permits (bridging of side yards and solid noise barrier) for residences in area D.</td>
<td>City of Sacramento</td>
<td>e. Prior to issuance of occupancy permits for residences in area E.</td>
<td>e. City of Sacramento Community Development Department</td>
</tr>
<tr>
<td>e. For noise impact/mitigation area E (see Exhibit 6.3-6), the spaces between the residences shall be bridged in the same manner as specified under C. No other sound barrier is required.</td>
<td>e. Bridge the spaces between the residences with solid noise barriers (e.g., earth, concrete, masonry, wood, and other materials) in noise impact/mitigation area E.</td>
<td>City of Sacramento</td>
<td>e. Project applicant</td>
<td>City of Sacramento</td>
<td>e. City of Sacramento Community Development Department</td>
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<tr>
<td>f. For noise impact/mitigation area F (see Exhibit 6.3-6), a solid noise barrier of 8 feet in height shall be constructed to adequately shield Meister Way traffic noise. In addition, because no discrete outdoor activity areas are identified with the higher density residential developments on the north and south sides of Meister Way near the eastern portion of the site, a solid barrier shall be constructed along both sides of Meister Way at these locations (see exhibit 6.3-6). Where Meister Way becomes elevated at the portion heading east over Highway 99, the barrier shall extend along the top of the cut (at the roadway elevation), to provide efficient shielding to the residences below.</td>
<td>f. Construct a solid noise barrier in noise impact/mitigation area F along Meister Way in noise impact/mitigation area F</td>
<td>City of Sacramento</td>
<td>f. Project applicant</td>
<td>City of Sacramento</td>
<td>f. City of Sacramento Community Development Department</td>
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<tr>
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<td>g. For noise impact/mitigation area H (see Exhibit 6.3-6), a solid noise barrier or berm/wall combination of 10 feet in height shall be constructed along Elkhorn Boulevard to adequately shield residences which back up to this roadway. In addition, because no discrete outdoor activity areas are identified with the higher density residential developments on the south side of Elkhorn at the northeast corner of the project site, a solid noise barrier or berm/wall combination of 10 feet in height shall be constructed along Elkhorn boulevard at these locations (see Exhibit 6.3-6). The barriers shall be extended inward along the project site access roads and stepped down to 6 feet, as shown on Attachment B to the 2008 Review.</td>
<td>g. Construct a solid noise barrier or berm/wall combination along Elkhorn Boulevard in noise impact/mitigation area H</td>
<td>g. Project applicant</td>
<td>g. Prior to issuance of occupancy permits for residences in area H</td>
<td>g. City of Sacramento Community Development Department</td>
<td>g. Construct a solid noise barrier or berm/wall combination along Elkhorn Boulevard in noise impact/mitigation area H</td>
<td>g. Prior to issuance of occupancy permits for residences in area H</td>
</tr>
<tr>
<td>h. For noise impact/mitigation area I (see Exhibit 6.3-6), a sound barrier is not required along Lone Tree Road because the Lone Tree Canal Reserve will provide at least 3dB of traffic noise attenuation to adequately shield residences which back up to the canal east of and adjacent to this roadway.</td>
<td>h. N/A</td>
<td>h. N/A</td>
<td>h. N/A</td>
<td>h. N/A</td>
<td>h. N/A</td>
<td>h. N/A</td>
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<tr>
<td>i. Prior to issuance of any building permits, site-specific acoustical analyses shall be conducted once construction plans are available for residential developments located within the 60 dBA L_{eq} contours (see Exhibit 6.3-5) to ensure satisfaction with the City of Sacramento interior noise level standards. The acoustical analyses shall evaluate exposure of proposed noise-sensitive receptors to noise generated by surface transportation sources, in accordance with adopted City of Sacramento interior noise standards (Table 6.3-8). These site-specific acoustical analyses shall also include site-specific design requirements to reduce noise exposure of proposed on-site receptors and all feasible design requirements shall be implemented into the final site design. Noise reduction measures and design features may</td>
<td>i. Conduct site-specific acoustical analyses for residences located within the 60 dBA L_{eq} contours (Exhibit 6.3-5 of EIR)</td>
<td>i. Project applicant</td>
<td>i. Prior to issuance of building permits for residences in the 60 dBA L_{eq} contours (Exhibit 6.3-5 of EIR)</td>
<td>i. City of Sacramento Community Development Department</td>
<td>i. Conduct site-specific acoustical analyses for residences located within the 60 dBA L_{eq} contours (Exhibit 6.3-5 of EIR)</td>
<td>i. Prior to issuance of building permits for residences in the 60 dBA L_{eq} contours (Exhibit 6.3-5 of EIR)</td>
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<td>Include, but are not limited to the use of increased noise-attenuation measures in building construction (e.g., dual-pane, sound-rated windows; mechanical air systems; and exterior wall insulation). Given the predicted future traffic noise environment at the exterior facades of the residences nearest to Highway 99 and Interstate5, upgrades to windows will likely be required at many residences, as well as the use of stucco siding or the acoustic equivalent. Implementation of these design measures would ensure interior noise levels meet the City’s noise standards.</td>
<td>j. Construct a solid noise barrier in noise impact/mitigation area north of Meister Way (see Exhibit A to June 4, 2018 Bollard Sound Wall Review)</td>
<td>j. Project applicant</td>
<td>j. Prior to issuance of occupancy permits for residences in area north of Meister as shown of Exhibit A to June 4, 2018 Bollard Sound Wall Review</td>
<td>j. City of Sacramento Community Development Department</td>
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<tr>
<td>j. For the noise impact/mitigation area north of Meister Way (see Exhibit A to June 4, 2018 Bollard Sound Wall Review), a solid noise barrier of 8 feet in height shall be constructed to adequately shield Meister Way traffic noise.</td>
<td>j. Prior to issuance of occupancy permits for residences in area north of Meister as shown of Exhibit A to June 4, 2018 Bollard Sound Wall Review</td>
<td>j. Project applicant</td>
<td>j. Prior to issuance of occupancy permits for residences in area north of Meister as shown of Exhibit A to June 4, 2018 Bollard Sound Wall Review</td>
<td>j. City of Sacramento Community Development Department</td>
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</table>

### 6.3-5. Heavy Construction Equipment Noise

a. Prior to issuance of any building permits, site-specific acoustical analyses shall be conducted once construction plans are available for the proposed school to ensure satisfaction with the City of Sacramento interior noise level standards. This site-specific acoustical analyses shall include site-specific design requirements to reduce noise exposure of proposed on-site receptors and all feasible design requirements shall be implemented into the final site design. Noise reduction

Conduct site-specific acoustical analyses for the proposed school

Project applicant

Prior to issuance of building permits

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<td>measures and design features may include, but are not limited to the use of increased noise-attenuation measures in building construction (e.g., dual-pane, sound-rated windows; mechanical air systems; and exterior wall insulation). Implementation of these design measures would ensure interior noise levels meet the City’s noise standards and ANSI standard, including the ANSI standard that the interior of schools shall not exceed 40 dBA Leq and measured during the peak hour of noise during school operations.</td>
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6.4  Utilities

6.4-5: Demand for Storm Drainage
The project applicant shall fully fund the installation of a new pump that would increase pumping capacity at the RD 1000’s plant #3 by 75 cubic feet per second, or if RD1000 indicates that such pumping capacity is no longer needed, this measure will be deemed to be satisfied.

<table>
<thead>
<tr>
<th>Fund the installation of a new pump</th>
<th>Project applicant</th>
<th>Prior to issuance of the first building permit</th>
<th>City of Sacramento Community Development Department and Reclamation District 1000</th>
</tr>
</thead>
</table>

6.5  Public Services

6.5-1: Fire and Emergency Medical Services
a. The project applicant shall coordinate with the City of Sacramento and SFD to determine the timing of construction of a new fire station that would serve the proposed project. The project applicant shall enter into an agreement with SFD to ensure that adequate fire protection services would be in place before the issuance of the project’s first occupancy permit. Potential options for adequate services could include construction of a new fire station or an agreement for temporary dedicated services to serve the project site.

<table>
<thead>
<tr>
<th>a. Coordinate with the City of Sacramento and SFD to determine the timing of construction of a new fire station that would serve the project and enter into an agreement with SFD to ensure adequate services are in place</th>
<th>a. Project applicant</th>
<th>a. Prior to issuance of first occupancy permit</th>
<th>a. City of Sacramento Community Development Department</th>
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</table>

b. The project’s Finance Plan shall identify necessary public facility improvements needed to serve the project, 100% of the costs

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<tr>
<th>b. Pay into a fee program, as established by the project applicant</th>
<th>b. Prior to issuance of</th>
<th>b. City of Sacramento</th>
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<td>required, and all the project’s fair-share costs associated with provision of these facilities and services. The project applicant shall pay into a fee program, as established by the Greenbriar Finance Plan that identifies the funding necessary to construct needed public facilities (e.g., police, fire, water, wastewater, library, and schools). The Draft Greenbriar Finance Plan is provided in Appendix C. The Finance Plan would be structured to ensure that adequate public facilities are in place as development occurs.</td>
<td>Greenbriar Finance Plan that identifies the funding necessary to construct needed public facilities (e.g., police, fire, water, wastewater, library, and schools)</td>
<td>first occupancy permit</td>
<td>Community Development Department</td>
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<td>6.6 Parks and Open Space</td>
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<td>6.6-2: Open Space Resources</td>
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<td>a. The project applicant shall coordinate with the City to identify appropriate lands to be set aside in permanent conservation easements at a ratio of one open space acre converted to urban land uses to one-half open space acre preserved and at a ratio of one habitat acre converted to urban land uses to one-half habitat acre preserved. The total acres of land conserved shall be based on final site maps indicating the total on-site open space and habitat converted. Conserved open space and habitat areas could include areas on the project site, lands secured for permanent habitat enhancement (e.g., giant garter snake, Swainson’s hawk habitat), or additional land identified by applicant in consultation with the City.</td>
<td>Coordinate with the City to identify appropriate lands to be set aside in a permanent conservation easements and dedicate lands to the City, County, TNBC, or other appropriate open space agent for conservation</td>
<td>Project applicant and City of Sacramento</td>
<td>Prior to approval of final maps</td>
<td>City of Sacramento Community Development Department</td>
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<td>6.7 Aesthetics</td>
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<td>6.7-4: Lighting and Reflective Surfaces</td>
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<tr>
<td>a. The project applicant shall install light fixtures that have light sources aimed downwards and install shielded lighting outside to prevent glare or reflection or any nuisance, inconvenience, and hazardous interference of any kind on adjoining streets or property.</td>
<td>a. Install light fixtures that have light sources aimed downwards and install shielded lighting outside</td>
<td>a. Project applicant</td>
<td>a. Prior to issuance of occupancy permits</td>
<td>a. City of Sacramento Community Development Department</td>
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<tr>
<td>b. The project applicant shall adhere to all requirements of the City of Sacramento design guidelines regarding appropriate building</td>
<td>b. Adhere to all requirements of the City of Sacramento</td>
<td>b. Project applicant</td>
<td>b. Prior to issuance of</td>
<td>b. City of Sacramento</td>
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<td>materials, lighting, and signage in the office/commercial areas to prevent light and glare from adversely affecting motorists and adjacent land uses. All proposed development plans shall be approved by the City.</td>
<td>Sacramento design guidelines regarding appropriate building materials, lighting, and signage in the office/commercial areas</td>
<td>building permits</td>
<td>Community Development Department</td>
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#### 6.8 Public Health and Hazards

**6.8-2: UST Removal**

In the event of discovery of an undocumented or unknown UST or residual soil contamination (e.g., stained or odiferous soil) on the project site, construction activities adjacent to the UST or in the area of the soil contamination shall cease and the County EMD shall be contacted immediately. Any USTs discovered during construction shall be removed and any contaminated soils shall be excavated and treated according to County EMD procedures before the resumption of construction.

- Cease construction activities adjacent to an UST or in the area of soil contamination and contact the County EMD immediately
- Construction contractor
- During construction activities
- City of Sacramento Community Development Department

**6.8-3: CLUP Consistency Determination and Override**

a. Prior to City pre-zoning and prior to annexation, the City shall request a consistency determination of proposed land use with the CLUP from Sacramento County ALUC. The consistency determination shall describe the specific land uses that would be allowable and consistent with the CLUP in accordance with ALUC standards.

b. Prior to City pre-zoning and prior to annexation, if the consistency determination by ALUC comes to the conclusion that certain proposed land uses would be inconsistent with the CLUP the City shall review the decision of the ALUC and determine whether to override the ALUC's decision. The City shall submit its notice to override the consistency to the ALUC for review before approving the override.

- Request a consistency determination of proposed land use with the CLUP from Sacramento County ALUC
- City of Sacramento
- Prior to City pre-zoning and prior to annexation
- City of Sacramento Community Development Department

**6.8-4: Wildlife Hazard Management Plan**

a. To ensure that the final location and design of the

   a,b. Prepare a design and plan
   a,b. Project
   a,b. Prior to final approval
   a,b. City of

City of Sacramento Greenbriar Development Project
Mitigation Monitoring Plan
### Table 1  Mitigation Monitoring and Reporting Table

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<tr>
<td>lake/detention basin is consistent with the recommendations of the ALUC regarding wildlife hazards to aviation, the project applicant shall prepare a design and management plan for this proposed water feature. This plan shall be prepared in coordination with the Sacramento International Airport Operations Manager before commencement of construction. The plan shall determine an appropriate size for the lake/detention basin and incorporate specific design measures deemed sufficient by SCAS and the ALUC to minimize bird strikes and other wildlife-related airspace safety hazards in the vicinity of the project area. The plan shall include information sufficient to satisfy requirements for preparation of a Wildlife Hazard Management Plan and shall be prepared by a qualified wildlife hazard damage biologist. The project applicant shall submit a detailed design drawing of the proposed lake/detention basin to SCAS for review.</td>
<td>lake/detention basin is consistent with the recommendations of the ALUC regarding wildlife hazards to aviation, the project applicant shall prepare a design and management plan for this proposed water feature. This plan shall be prepared in coordination with the Sacramento International Airport Operations Manager</td>
<td>applicant</td>
<td>issuance of any grading permits</td>
<td>Sacramento Community Development Department</td>
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<tr>
<td>b. To reduce bird attractants associated with the lake/detention basin, the Wildlife Hazards Management Plan for the lake/detention basin and surrounding landscape shall include the following:</td>
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<td>i. To minimize growth of aquatic vegetation that attracts waterfowl, the lake shall be sufficiently deep to prevent growth of cattails and other aquatic plants. Lake edges shall be lined and maintained to prevent vegetation growth;</td>
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<td>ii. Concrete bulkheads approximately 1 to 2 feet high shall be constructed along the lake’s perimeter. A detailed description of the design of the bank edge shall be submitted to SCAS for review;</td>
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<td>iii. Any vegetation planted in the vicinity of the lake shall consist of plant species that do not provide birds with opportunities for cover, nesting, perching, or feeding. A detailed design plan for landscaping surrounding the lake/detention basin shall be submitted to SCAS for</td>
<td>iii. Any vegetation planted in the vicinity of the lake shall consist of plant species that do not provide birds with opportunities for cover, nesting, perching, or feeding. A detailed design plan for landscaping surrounding the lake/detention basin shall be submitted to SCAS for</td>
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</table>
iv. Barriers (e.g., walls, fences) shall be constructed a minimum of 48 inches high and be located between the lake and nearby grassy areas to dissuade geese or other waterfowl from walking to the lake.

v. Signs shall be placed at regular intervals around the perimeter of the lake prohibiting the public from feeding birds. The project proponent shall maintain such signs in good order and replace such signs as necessary. This responsibility shall transfer to the Homeowner’s Association (HOA) and shall be articulated in the covenants, conditions, and restrictions (CC&Rs).

vi. Trash receptacles with covers shall be placed at regular intervals around the lake and be designed to prevent access to refuse by birds. The CC&Rs shall specify that the project proponent and HOA shall be responsible for ensuring trash receptacles with covers are provided and properly emptied on a regular basis and replaced as necessary.

vii. Installation of structures near the lake that could serve as perches for gulls and other birds shall be minimized. The CC&Rs shall prohibit the future installation of such structures.

viii. The project applicant shall prohibit all activities and uses that could conflict with implementation of the wildlife hazard management program.

c. An Adaptive Management Plan shall be prepared and incorporated into the Wildlife Hazard Management Plan. The Adaptive Management Plan shall provide for the long-term management of nuisance birds around the lake. The management plan shall involve perpetual monitoring and employment of various techniques for controlling birds using adaptive information and bird control products. The Homeowner’s Association shall be responsible for ensuring the

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implementation and continued enforcement of the Adaptive Management Plan and provision of adequate funding. This requirement shall be specified in the CC&Rs. The Adaptive Management Plan shall include the following components:

i. Bird control program that involves use of the most efficient and effective bird control techniques available that are practicable and compatible with surrounding land uses and recreational uses of the lake,

ii. Monitoring program that involves patrolling of the lake and assessment of the effectiveness of bird control measures, the presence of potential bird attractants, and the need for modifying or increasing bird control measures,

iii. Funding mechanism such as use of an endowment fund or assessment district to fund the long-term monitoring and adaptive management program.

iv. Any use of the lake that conflicts with the wildlife control program shall be prohibited.

d. The Adaptive Management Plan shall include the best available information on various bird control techniques, an explanation of the situations in which various techniques are best employed, and instructions for implementing such techniques. The entity responsible for implementing the management plan shall employ a qualified and experienced Wildlife Damage Biologist/Manager (Manager) who shall be responsible for determining which bird control techniques to implement based on information provided in the management plan and the best scientific and commercial information available. The Manager shall be trained in bird control techniques by the U.S. Department of Agriculture-Wildlife Services (USDA). The initial cost of such training shall be borne by the project proponent. The cost of subsequent training shall be borne by the HOA. The Manager shall have the discretion to use new technologies or information regarding bird control provided they are practicable and within the management budget, and do not conflict with
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surrounding land uses or the recreational and flood control functions of the lake.

e. The monitoring and maintenance portion of the Adaptive Management Plan shall include the following:
   i. patrol to ensure the lake area is kept clean and free of refuse and other such material that may attract birds;
   ii. patrol to ensure the public is abiding by rules prohibiting feeding of birds;
   iii. control of vegetative growth around the lake to minimize any vegetation that would attract birds for purpose of cover, nesting, perching, or food;
   iv. remove all nesting material prior to completion of nest if any birds attempt to nest in areas surrounding the lake. All nest removal activities must comply with provisions of the Migratory Bird Treaty Act, the California Endangered Species Act, and the federal Endangered Species Act;
   v. inspect the lake area to determine whether additional measures are needed to reduce bird use of the lake; and
   vi. aggressively haze wildlife to discourage use of the lake.

f. If monitoring efforts reveal that additional control efforts are necessary, the Bird Control Program Manager may implement one or more control techniques outlined in the Adaptive Management Plan, or other techniques based on best available scientific and commercial information. Bird control techniques currently being used at airports, on agricultural lands, and in other areas where birds pose a hazard or nuisance shall be described in the Adaptive Management Plan. The Bird Control Program Manager shall have discretion of using any one or more of the techniques based on the need, practicability, and land use compatibility. These techniques may include, but are not limited to:
   i. Allowing grass to grow over 8 inches in height (currently being employed at some airports).

g. In addition to these control techniques, the Adaptive
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Management Plan shall outline an education program for the Homeowner’s Association to implement ensuring that the public is aware of the importance of eliminating bird attractants from the area around the lake. The public shall be prohibitive from feeding birds around the lake and engaging in any other activities within the boundaries of the development project which may attract wildlife hazards to aircraft operations. The public shall be made aware of the purpose and importance of various bird control measures being implemented by the Bird Control Program Manager.

h. Prohibited Uses of Lake: all activities and uses of the lake/detention basin that may conflict with the wildlife control program shall be expressly prohibited.

i. Post signs prohibiting swimming in the lake/detention basin.

j. Review by Sacramento County Airport System: If the SCAS determines that conditions in the Greenbriar/ Arbor Landing Development are not consistent with the above listed Management Program, SCAS may take the following actions:
   i. notify the property owner that the wildlife control measures are out of compliance;
   ii. that the County Airport System may, at its option, initiate control measures at the site, with the costs of such measures billed to the owner; and
   iii. in the event of an immediate threat to aircraft safety, County Airport System personnel can take immediate action to remedy the air hazard emergency.

k. To reduce attractants for Canada geese, American coots, or gulls associated with the lake/detention basin and surrounding landscape the Management Plan shall include the following:
   i. Signs shall be posted and identify that feeding birds is prohibited.
   ii. A 30-foot barrier strip of tall grass (6 inches or more) adjacent to the lakeshore; or a fence or other barrier (e.g., dense hedges) shall be constructed between the
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<tr>
<td>iv.</td>
<td>Lakeshore and surrounding grasslands.</td>
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<td>i.</td>
<td>To prevent the establishment of resident populations of Canada geese on the project site, the Bird Control Program Manager shall take the following, but not limited to, actions:</td>
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<td>ii.</td>
<td>Use of noise generators (e.g., pyrotechnic devices, blank cartridges),</td>
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<td>iii.</td>
<td>Use of visual devices (e.g., flags, scarecrows, water sprays)</td>
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<td>iv.</td>
<td>Use of chase dogs.</td>
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<td>v.</td>
<td>Live trapping or netting, and/or</td>
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<td>vi.</td>
<td>Use of chemical repellants.</td>
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6.8-6: Mosquito Vector Control Plan

a. To ensure that operation and design of the lake/detention basin is consistent with the recommendations of the MVCD regarding mosquito control, the project applicant shall prepare a Vector Control Plan. This plan shall be prepared in coordination with the MVCD and shall be submitted to the MVCD for approval before issuance of the grading permit for the lake/detention basin. The plan shall incorporate specific measures deemed sufficient by MVCD to minimize public health risks from mosquitoes. The plan shall include the following:

1. Description of the project
2. Description of lake/detention basin and all facilities that would control on-site water levels
3. Goals of the plan
4. Description of the water management elements and features that would be implemented:
   a. Best management practices that would be implemented on-site
   b. Public education and awareness
   c. Sanitary methods used (e.g., disposal of garbage)
   d. Mosquito control methods used (e.g., fluctuating...
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<td>water levels, biological agents, pesticides, larvacides, circulating water</td>
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<td>e. Stormwater management (consistent with Stormwater Management Plan)</td>
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<td>5. Long-term maintenance of the lake/detention basin and all related facilities (e.g., specific ongoing enforceable conditions or maintenance by a homeowner’s association)</td>
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<td>b. To reduce the potential for mosquitoes to reproduce in the lake/detention basin, the project applicant shall coordinate with the MVCD to identify and implement BMPs based on their potential effectiveness for project site conditions. Potential BMPs that the applicant could implement include, but not limited to, the following:</td>
<td>b. Identify and implement BMPs in coordination with the Mosquito Vector Control District</td>
<td>b. During project operation</td>
<td>b. City of Sacramento Community Development Department and the Mosquito Vector Control District</td>
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<td>a. Stock the lake/detention basin with mosquito fish, guppies, backswimmers, flatworms, and/or other invertebrate predators.</td>
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<td>a. Maintain a stable water level the lake/detention basin to reduce water level fluctuation resulting from evaporation, transpiration, outflow, and seepage.</td>
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### 6.9 Geology and Soils

#### 6.9-1: Seismic Hazards

- a. Before issuance of a grading permit, a geotechnical report shall be prepared by a qualified geotechnical engineer. This report shall be completed to assess the extent to which the recommendations are appropriate and sufficient for construction of the buildings described in the final project design plans. The geotechnical engineer shall prepare a comprehensive site-specific geotechnical report with specific design recommendations sufficient to ensure the safety of soil conditions (e.g., percent subsidence/expansive soils impacts), project structures, and site occupants. | a. Prepare a site-specific geotechnical report by a qualified geotechnical engineer | a. Prior to issuance of any grading permits | a. City of Sacramento Community Development Department | | |
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<tr>
<td>b. All water supply and wastewater pipelines shall be designed per City standards to minimize the potential for damage in the event of strong ground shaking and potential liquefaction.</td>
<td>b. Design water supply and wastewater pipelines per City standards</td>
<td>b. Project applicant</td>
<td>b. Prior to approval of final map</td>
<td>b. City of Sacramento Community Development Department</td>
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<tr>
<td>c. During project design and construction, all measures outlined in the preliminary geotechnical report for the project (Wallace Kuhl &amp; Associates 2002) as well as specific design measures included in the geotechnical report shall be implemented, at the direction of the City engineer, to prevent significant impacts associated with seismic activity. A geotechnical engineer shall be present on-site during earthmoving activities to ensure that requirements outlined in the geotechnical reports are adhered to for proper fill and compaction of soils.</td>
<td>c. Implement all measures outlined in the preliminary geotechnical report for the project and specific design measures included in the geotechnical report</td>
<td>c. Project applicant</td>
<td>c. Prior to approval of final map and during construction activities</td>
<td>c. City of Sacramento Community Development Department</td>
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<td>d. Should the construction schedule require continued work during the wet weather months (e.g., October through April), the project applicant shall consult with a qualified civil engineer and implement any additional recommendations provided, as conditions warrant. These recommendations would include but not be limited to (1) allowing a prolonged drying period before attempting grading operations at any time after the onset of winter rains; and (2) implementing aeration or lime treatment, to allow any low-permeability surface clay soils intended for use as engineered fill to reach a moisture content that would permit the specified degree of compaction to be achieved (Wallace Kuhl &amp; Associates 2002; Perry, pers. comm., 2005).</td>
<td>d. Consult with a qualified civil engineer and implement any additional recommendations provided, as conditions warrant</td>
<td>d. Project applicant</td>
<td>d. During construction activities</td>
<td>d. City of Sacramento Community Development Department</td>
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#### 6.9-2: Erosion Hazards

| a. A grading and erosion control plan shall be prepared by a California Registered Civil Engineer and submitted to the City of Sacramento Development Services Department for approval prior to issuance of the first building permits. The plan shall be consistent with the California Building Standards Code grading | a. Prepare and submit to the City of Sacramento Department of Public Works a grading and erosion control prepared by | a. Project applicant | a. Prior to issuance of an grading permits | a. City of Sacramento Community Development Department |                                                                                                 |       |
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<td>requirements and shall identify the site-specific grading to be used for new development. All grading shall be balanced on-site, where feasible.</td>
<td>a California Registered Civil Engineer</td>
<td>b. Prepare a Stormwater Pollution Prevention Plan</td>
<td>b. Project applicant</td>
<td>b. Prior to issuance of any grading permits</td>
<td>b. City of Sacramento Community Development Department</td>
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<td>To ensure soils do not directly or indirectly discharge sediments into surface waters as a result of construction activities, the project applicant shall develop a Stormwater Pollution Prevention Plan (SWPPP) as discussed in Section 6.10, “Hydrology, Drainage, and Water Quality.” The SWPPP shall identify Best Management Practices that would be used to protect stormwater runoff and minimize erosion during construction. The project applicant shall prepare plans to control erosion and sediment, shall prepare preliminary and final grading plans, and shall prepare plans to control urban runoff from the project site during construction, in compliance with the City of Sacramento Grading, Erosion, and Sediment Control Ordinance.</td>
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<td>6.9-3: Subsidence and Unstable Soils</td>
<td>See 6.9-1 above</td>
<td>See 6.9-1 above</td>
<td>See 6.9-1 above</td>
<td>See 6.9-1 above</td>
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<td>The project applicant shall implement Mitigation Measure 6.9-1, described above, to reduce the risks to people and structures from subsidence or compression of unstable soils at the project site.</td>
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<td>6.9-4: Expansive Soils</td>
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<td>See 6.9-1 above</td>
<td>See 6.9-1 above</td>
<td>See 6.9-1 above</td>
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<tr>
<td>The project applicant shall implement Mitigation Measure 6.9-1, described above, to reduce the potential for damage associated with expansive soils.</td>
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<td>6.10 Hydrology and Water Quality</td>
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<td>6.10-1: Water Quality and Erosion</td>
<td>a. Demonstrate compliance with the City’s Grading, Erosion, and Sediment Control Ordinance (Title 15, Chapter 15.88 of the City Code) including preparing erosion, sediment, and pollution control plans for each construction phase and</td>
<td>a. Project applicant</td>
<td>a. Prior to issuance of any grading permits</td>
<td>a. City of Sacramento Community Development Department</td>
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<td>postconstruction, if necessary. The project's grading plans shall be submitted to the City of Sacramento Development Services Department and approved by the City of Sacramento, Department of Utilities.</td>
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<td>b. The project applicant shall demonstrate compliance through its grading plans with all requirements of the City's Stormwater Management and Control Code (Chapter 13.16 of the City Code), which regulates stormwater and prohibits nonstormwater discharges except where regulated by an NPDES permit. The project applicant shall implement measures including the use of soil stabilizers, fiber rolls, inlet filters, and gravel bags to prevent pollutants from being carried off-site in stormwater generated on the project site. These measures shall be designed to accommodate stormwater discharges associated with proposed measures that would be implemented to control on-site dust generation (e.g., wheel washing, active watering).</td>
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<td>b. Demonstrate compliance with the City's Stormwater Management and Control Code in grading plans</td>
<td>b. Project applicant</td>
<td>b. Prior to issuance of any grading permits</td>
<td>b. City of Sacramento Community Development Department</td>
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<td>c. The project applicant shall consult with the Central Valley RWQCB to acquire the appropriate regulatory approvals that may be necessary to obtain Section 401 water quality certification, SWRCB statewide NPDES stormwater permit for general construction activity, Central Valley RWQCB NPDES permit for construction dewatering activity, and any other necessary site-specific waste discharge requirements.</td>
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<td>c. Obtain Section 401 water quality certification, SWRCB statewide NPDES stormwater permit for general construction activity, Central Valley RWQCB NPDES permit for construction dewatering activity, and any other necessary site-specific waste discharge requirements</td>
<td>c. Project applicant</td>
<td>c. Prior to issuance of any grading permits</td>
<td>c. City of Sacramento Community Development Department</td>
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<td>d. As required under the NPDES stormwater permit for general construction activity, the project applicant shall prepare and submit the appropriate Notice of Intent and prepare the SWPPP</td>
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<td>d-f. Prepare and submit Notice of Intent and prepare the SWPPP</td>
<td>d-f. Project applicant</td>
<td>d-f. Prior to issuance of any grading</td>
<td>d-f. City of Sacramento Community Department</td>
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and other necessary engineering plans and specifications for pollution prevention and control. The SWPPP and other appropriate plans shall identify and specify the use of erosion sediment control BMPs, means of waste disposal, implementation of approved local plans, nonstormwater management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities. The SWPPP would also specify the pollutants that are likely to be used during construction and that could be present in stormwater drainage and nonstormwater discharges. A sampling and monitoring program shall be included in the SWPPP that meets the requirements of SWRCB Order 99-08-DWQ to ensure the BMPs are effective.

e. Construction techniques shall be identified that would reduce the potential runoff, and the plan shall identify the erosion and sedimentation control measures to be implemented. The SWPPP shall also specify spill prevention and contingency measures, identify the types of materials used for equipment operation, and identify measures to prevent or clean up spills of hazardous materials used for equipment operation and hazardous waste. Emergency procedures for responding to spills shall also be identified. BMPs identified in the SWPPP shall be used in subsequent site development activities. The SWPPP shall identify personnel training requirements and procedures that would be used to ensure that workers are aware of permit requirements and proper installation and performance inspection methods for BMPs specified in SWPPP. The SWPPP shall also identify the appropriate personnel responsible for supervisory duties related to implementation of the SWPPP. All construction contractors shall retain a copy of the approved SWPPP on the construction site.

f. The project applicant shall prepare and submit a Notice of Intent

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<td>and other necessary engineering plans and specifications for pollution prevention and control. The SWPPP and other appropriate plans shall identify and specify the use of erosion sediment control BMPs, means of waste disposal, implementation of approved local plans, nonstormwater management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities. The SWPPP would also specify the pollutants that are likely to be used during construction and that could be present in stormwater drainage and nonstormwater discharges. A sampling and monitoring program shall be included in the SWPPP that meets the requirements of SWRCB Order 99-08-DWQ to ensure the BMPs are effective.</td>
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<td>e. Construction techniques shall be identified that would reduce the potential runoff, and the plan shall identify the erosion and sedimentation control measures to be implemented. The SWPPP shall also specify spill prevention and contingency measures, identify the types of materials used for equipment operation, and identify measures to prevent or clean up spills of hazardous materials used for equipment operation and hazardous waste. Emergency procedures for responding to spills shall also be identified. BMPs identified in the SWPPP shall be used in subsequent site development activities. The SWPPP shall identify personnel training requirements and procedures that would be used to ensure that workers are aware of permit requirements and proper installation and performance inspection methods for BMPs specified in SWPPP. The SWPPP shall also identify the appropriate personnel responsible for supervisory duties related to implementation of the SWPPP. All construction contractors shall retain a copy of the approved SWPPP on the construction site.</td>
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<td>f. The project applicant shall prepare and submit a Notice of Intent</td>
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<td>and acquire authorization for a Central Valley RWQCB NPDES permit for construction dewatering activities that may be necessary for foundation and utility installations within the project site.</td>
<td>Participate in a funding mechanism established by SAFCA for the purpose of implementing levee improvements that would provide no less than 100-year flood protection for the project site</td>
<td>Project applicant</td>
<td>If levees currently providing adequate flood protection to the project site are decertified and can no longer provide 100-year flood protection as determined by FEMA, prior to issuance of any grading permits</td>
<td>City of Sacramento Community Development Department</td>
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6.10-3: Flood Risk and Levee Decertification
The following mitigation shall apply in the event that FEMA revises the FIRM and issues a new SFHA designation that indicates the Natomas levees can no longer provide 100-year flood protection (decertification). The City anticipates that after decertification, but before recertification, FEMA will likely remap the Natomas area (including the Greenbriar project site) as one of three potential SFHA designations: AE, AR, or A99 zone. Each designation prescribes specific building and design requirements for new, above-ground development.

If the Greenbriar project site is remapped by FEMA into an AE, AR, or A99 zone, then:

- the City will require development within the project site to comply with all applicable building and design regulations identified by FEMA and by the City of Sacramento’s Floodplain Management Ordinance in existence at the date of issuance of building permits pertaining to the applicable remapped zone;
- the project applicant shall participate in a funding mechanism such as an assessment district established by SAFCA and/or the City for the purpose of implementing measures that would provide no less than 100-year flood protection for the Greenbriar project site, or for that portion of the Natomas Basin requiring recertification for 100-year flood protection including the Greenbriar project site provided that such funding mechanism is
  - based on a nexus study;
  - is regional in nature;
  - is proportionate, fair, and equitable; and
  - complies with all applicable laws and ordinances.

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The requirements of the applicable FEMA zone and corresponding requirements under the City of Sacramento’s Floodplain Management Ordinance shall be satisfied prior to the issuance of building permits for the project. Homeowners within the floodzone shall maintain federal flood insurance, as required under the applicable FEMA and City of Sacramento Floodplain Management Ordinance regulations.

Mitigation measures (1) and (3) above shall terminate upon the first recertification of the levees by the U.S. Army Corp of Engineers. Under any of the three SFHA designations (AE, AR, or A99), homebuilders within the floodzone area shall disclose to all prospective buyers, lenders, bondholders and insurers of property through written disclosure, prior to the sale of units, that the U.S. Army Corps of Engineers has determined that the levees protecting the Natomas Basin may not provide flood protection from a 100-year or greater storm even until the levees are recertified as providing 100-year flood protection.

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- a. The project applicant shall submit grading plans to the City Department of Utilities that demonstrate that Elkhorn Boulevard has been sufficiently raised to provide 1 foot of freeboard above Lone Tree Canal during a 100-year storm event. Approximately 1,800 linear feet of Elkhorn Boulevard would need to be raised to provide sufficient localized flood protection.
  - a. Submit grading plans to the City Department of Utilities that demonstrate that Elkhorn Boulevard has been sufficiently raised to provide 1 foot of freeboard above Lone Tree Canal during a 100-year storm event
  - a. Project applicant
  - a. Prior to issuance of any grading permits
  - a. City of Sacramento Community Development Department

- b. The project applicant shall submit drainage and infrastructure plans to the City Department of Utilities that provide for the installation of a 48-inch culvert in Lone Tree Canal at Elkhorn Boulevard. Construction of this improvement could result in impacts to riparian and other native habitat; impacts to biological resources including giant garter snake habitat, and
  - b. Submit drainage and infrastructure plans to the City Department of Utilities that provide for the installation of a 48-inch culvert in Lone Tree Canal
  - b. Project applicant
  - b. Prior to issuance of any grading permits
  - b. City of Sacramento Community Development Department
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<td>construction-related air quality (NOx, PM10), noise, transportation, and stormwater quality impacts. These impacts would be mitigated to less-than-significant levels with implementation of mitigation recommended for the project and presented in this Draft EIR. As a result, no new significant environmental impacts would occur with implementation of this improvement.</td>
<td>at Elkhorn Boulevard</td>
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6.11  Agriculture

6.11-1: Agricultural/Open Space Resources

a. The project applicant shall implement Mitigation Measure 6.6-2.

6.11-3: Notification Re: Agricultural Operations

The project applicant shall notify all prospective residents and tenants located within 500 feet of existing agricultural uses north of Elkhorn Boulevard of the types of existing agricultural operations that could occur within close proximity of their homes or businesses. Notification provided to residents and tenants shall include information on the types of land use conflicts that could occur (e.g., noise, dust) and the appropriate means by which to address these conflicts. The City shall approve the content of this notification and this notification shall be included in all residential deed and tenant agreements at the time of sale or lease.

6.12  Biological Resources

Consistent with City requirements, the applicant shall employ a qualified biologist to provide monitoring and other services required by project conditions related to biological resources, including those within the mitigation monitoring plan (MMP). The biologist shall submit written reports to the City’s Planning Director regarding site activities and compliance with biological resource project conditions and mitigation measures during periods of active grading/ground disturbance in areas that were previously undisturbed (i.e., native), or within 250-feet of Lone Tree Canal. Following project construction, the biologist shall submit written reports regarding compliance with biological resource project conditions and mitigation measures to the extent that any such conditions or mitigation measures require ongoing action by the applicant. The City shall receive copies of any annual monitoring reports that may be prepared for the conservation properties when those reports are provided to CDFW and USFWS.

6.12-1: Giant Garter Snake

a. The Project Applicant shall obtain appropriate authorization for incidental take of GGS from USFWS and CDFW.
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<td>The Project Applicant shall implement the Greenbriar Conservation Strategy, which includes the establishment of approximately 557 acres of on- and off-site reserves and represents a 1.03:1 ratio (area preserved: area impacted). This significantly exceeds the NBHCP mitigation ratio of 0.5:1. The Project’s reserves will be enhanced, preserved, and managed in perpetuity. Land uses at the reserves will be consistent with the intended habitat types and ratios of the NBHCP reserve system, which are composed of 50 percent rice, 25 percent managed marsh, and 25 percent upland. Based on the current design, the Greenbriar Development Project proposes 259.4 acres of rice (46.6%), 143.8 acres of managed marsh (25.8%), and 153.9 acres of upland (27.6%).</td>
<td>take of giant garter snake from USFWS and CDFW</td>
<td>any grading permits</td>
<td>Community Development Department</td>
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<td>Habitat Creation, Preservation, and Management in Lone Tree Canal Linear Open Space/ Buffer Area</td>
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<td>b. To ensure that development of the Greenbriar Project Site does not diminish habitat connectivity for GGS between the southwest and northwest zones in the Basin identified in the NBHCP, approximately 28.3 acres along Lone Tree Canal shall be protected and managed as GGS habitat. This on-site habitat preservation shall protect an approximately 250-foot wide corridor of GGS habitat that includes the canal and approximately 200-225 feet of adjacent uplands. Uplands within the linear open space/buffer area shall be managed as perennial grassland as described below. Additional aquatic habitat for GGS shall be created along the east bank of Lone Tree Canal by recontouring the bank to facilitate the growth of freshwater marsh plants.</td>
<td>b, d-e. Protect and manage approximately 28.3 acres along Lone Tree Canal as giant garter snake habitat</td>
<td>b, d-e. Project applicant</td>
<td>b, d-e. In accordance with timing prescribed by USFWS and CDFW</td>
<td>b, d-e. City of Sacramento Development Department</td>
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<td>c. To ensure that the Project does not preclude GGS movement along Lone Tree Canal, all new road crossings of Lone Tree Canal shall be designed to minimize obstacles to GGS movement.</td>
<td>c. Design all new road crossings of Lone Tree Canal to minimize obstacles to giant garter snake movement</td>
<td>c. Project applicant</td>
<td>c. Prior to final map approval</td>
<td>c. City of Sacramento Development Department</td>
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<td>d. Upland habitat within the Lone Tree Canal Reserve shall be created and managed to provide refugia for GGS during the take of giant garter snake from USFWS and CDFW</td>
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winter dormant period. Upland habitat within the linear open space/buffer areas shall be converted to native grassland and managed, in perpetuity, as grassland habitat.

e. Aquatic habitat shall be maintained throughout the GGS active season in Lone Tree Canal, in perpetuity. This is the legal responsibility and obligation of the MAP POA. The MAP HCP includes provisions for maintaining water in the canal such that the basic habitat requirements of the GGS are met. The MAP HCP also provides a road map, through “Changed Circumstances,” to address procedures to follow if water is not being maintained in the canal to meet these requirements. As described in the MAP HCP, the MAP is legally obligated to assure these requirements are met, and financial and procedural mechanisms are included in the MAP HCP to enforce this. It is, therefore, assumed that MAP will provide water to Lone Tree Canal, as required by the MAP HCP and ITP, in perpetuity. It is also assumed that USFWS will use all reasonable means available to it, to enforce this MAP HCP requirement. If water is not provided to Lone Tree Canal by the MAP to meet the habitat requirements of GGS as required by the MAP HCP and USFWS exhausts its enforcement responsibilities, the Project Applicant shall assume the responsibility of providing suitable GGS aquatic habitat throughout the section of Lone Tree Canal in the Lone Tree Canal Reserve. However, as stated herein, the Project Applicant shall only assume this responsibility if it has been sufficiently demonstrated to the City of Sacramento that USFWS has exhausted all reasonable means to compel MAP to comply with the relevant conditions of the MAP ITP.

f. An 8-inch-diameter drain pipe will be installed to drain to Lone Tree Canal near the northern boundary of the Greenbriar Project Site from detention basins proposed for construction on the Greenbriar Project Site. The purpose of the drain pipe is to provide supplemental flows to Lone Tree Canal in the event that
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<td>g. Additional water is required to maintain water sufficient to support GGS during its active season. The drain pipe will include a slide gate that will be physically operated as needed. The water supply will be stormwater and/or groundwater from pumps installed as part of the project.</td>
<td>g. Install barrier between the giant garter snake habitat linear open space/buffer area and the adjacent Greenbrier development to ensure that GGS do not enter the development area, and to prohibit humans and pets from entering the GGS habitat. The design of this barrier shall be subject to USFWS and CDFW review and approval. The entire length of the barrier shall be maintained on the preserve side by a nonprofit land trust to ensure that vegetation or debris does not accumulate near the barrier and provide opportunities for wildlife and pets to climb over the barrier. On the development side, CC&amp;Rs shall prohibit accumulation of vegetation or debris adjacent to the barrier. Chain link fencing shall be placed at both ends of the corridor, with locked gates permitting entry only by RD 1000 and NCMWC for channel maintenance, and by the preserve manager for habitat monitoring and maintenance purposes.</td>
<td>g. Project applicant</td>
<td>g. Prior to first occupancy permit</td>
<td>g. City of Sacramento Community Development Department</td>
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<td>h. Specific requirements associated with the barrier shall be developed through consultation with USFWS and CDFW, and may include the following and/or other specifications that CDFW and USFWS consider to be equally or more effective:</td>
<td>h. Consult with USFWS and DFG to develop specific requirements of the giant garter snake barrier</td>
<td>h. Project applicant</td>
<td>h. Prior to final map approval</td>
<td>h. City of Sacramento Community Development Department</td>
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<td>▶ maintenance to repair the barrier and to prevent the establishment of vegetation or collection of debris that could provide snakes with a climbing surface allowing them to breech the barrier; ▶ a cap or lip extending at least two-inches beyond the barrier’s vertical edge to prevent snakes from gaining access along the barrier’s top edge; and ▶ signage to discourage humans and their pets from entering the area.</td>
<td>i. Establish conservation easement for protection of Lone Tree Canal; prepare annual monitoring reports in coordination with USFWS and CDFW</td>
<td>i. Project applicant</td>
<td>i. Establish conservation easement and submit annual monitoring reports pursuant to timing requirements prescribed by USFWS and CDFW</td>
<td>i. City of Sacramento Community Development Department</td>
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On-Site Avoidance and Minimization Measures

j. The measures described below shall be implemented to avoid and minimize take of GGS during construction activities, including construction of managed marsh habitat:

(1) All grading activity within GGS habitat (aquatic habitat and uplands within 200 feet of aquatic habitat) shall be restricted to a period between May 1 and September 30. Because this is during the snakes’ active stage, it would allow GGS to actively move away from danger and thereby reduce chances of GGS mortality. Additionally, this restriction is timed to avoid grading during the snakes’ breeding, dispersal, fall foraging and over-wintering.

j(1). Restrict All grading activity within giant garter snake habitat (aquatic habitat and uplands within 200 feet of aquatic habitat) to a period between May 1 and September 30; | j(1). Construction contractor | j(1). During construction activities | j(1). City of Sacramento Community Development Department |
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<td>periods, when they are most vulnerable to disturbance. If grading cannot be</td>
<td>(2) Survey the construction area for giant garter snakes;</td>
<td>(2) Project applicant</td>
<td>(2) 24 hours prior to any construction</td>
<td>(2) City of Sacramento Community Development Department</td>
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<td>scheduled between May 1 and September 30, the Project Applicant shall contact the USFWS to determine whether additional measures are necessary to avoid and/or minimize take of GGS. Grading shall only occur during the period between October 1 and April 30 upon written USFWS approval.</td>
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<td>grading cannot be scheduled between May 1 and September 30, the Project Applicant shall contact the USFWS to determine whether additional measures are necessary to avoid and/or minimize take of GGS. Grading shall only occur during the period between October 1 and April 30 upon written USFWS approval.</td>
<td>(2) A qualified biologist with experience identifying GGS shall survey the construction area for GGS no more than 24 hours prior to the start of any construction activities resulting in ground disturbance or vegetation removal. If construction activities stop for a period of two weeks or more, a new GGS survey shall be completed no more than 24 hours prior to the re-start of construction activities.</td>
<td>(3) Dewater all irrigation ditches, canals, or other aquatic habitat within the construction area shall be completely dewatered, with no ponded water remaining, for at least 15 consecutive days prior to the excavation or filling in of the dewatered habitat. The purpose of dewatering the aquatic habitat prior to ground disturbing activities in the aquatic habitat is to compel GGS to leave the area on their own. A qualified biological monitor shall ensure that dewatered habitat does not continue to support GGS prey, which could attract snakes into the area. Netting and salvage of prey may be necessary if a site cannot be completely dewatered.</td>
<td>(3) Lone Tree Canal Reserve shall be bordered on the outer edge with exclusionary fencing to prevent GGS from entering the construction area (a permanent barrier will be installed with improvements at</td>
<td>(4) Avoid construction activity within the approximately 250-foot Lone Tree Canal linear</td>
<td>(4) Construction contractor</td>
<td>(4) During construction activities</td>
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<td>(3) Between April 15 and September 30, all irrigation ditches, canals, or other aquatic habitat within the construction area shall be completely dewatered, with no ponded water remaining, for at least 15 consecutive days prior to the excavation or filling in of the dewatered habitat. The purpose of dewatering the aquatic habitat prior to ground disturbing activities in the aquatic habitat is to compel GGS to leave the area on their own. A qualified biological monitor shall ensure that dewatered habitat does not continue to support GGS prey, which could attract snakes into the area. Netting and salvage of prey may be necessary if a site cannot be completely dewatered.</td>
<td>(4) To minimize habitat disturbance during construction of the urban development, the Lone Tree Canal Reserve shall be bordered on the outer edge with exclusionary fencing to prevent GGS from entering the construction area (a permanent barrier will be installed with improvements at</td>
<td>(4) Lone Tree Canal linear</td>
<td>(4) Construction contractor</td>
<td>(4) During construction activities</td>
<td>(4) City of Sacramento Community Development Department</td>
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<td>the Lone Tree Canal Reserve).</td>
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<td>City of Sacramento Community Development Department</td>
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<td>(5) Clearing and grading shall be confined to the minimum area necessary to facilitate construction activities as determined by a qualified biologist. Habitat that will be avoided shall be cordoned off, clearly flagged, and designated as an “Environmentally Sensitive Area” by a qualified biologist. To prevent GGS from entering the development area during construction, the exclusionary fencing protecting the Lone Tree Canal Reserve shall be erected during the GGS active season (May 1 and October 1) preceding construction when GGS are less likely to occupy upland retreats on the Greenbriar Project Site, and shall remain intact for the duration of construction. The development area side of the exclusion fence shall be routinely monitored for any GGS that may have potentially been stranded by the fence, not finding their way through the fence into the canal. Snakes encountered should be relocated to the nearest suitable habitat off-site by a qualified biologist.</td>
<td>(5) Confine clearing and grading to the minimum area necessary to facilitate construction activities as determined by a qualified biologist</td>
<td>(5) Construction contractor</td>
<td>(5) During construction activities</td>
<td>(5) City of Sacramento Community Development Department</td>
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<td>(6) All construction personnel shall receive worker environmental awareness training from a qualified biologist prior to commencing any construction-related activities. This training shall instruct workers on how to identify the GGS and its habitat, and what to do if a GGS is encountered during construction activities.</td>
<td>(6) Provide worker environmental awareness training to all construction personnel</td>
<td>(6) Construction contractor</td>
<td>Prior to any construction activities</td>
<td>(6) City of Sacramento Community Development Department</td>
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<td>(7) A qualified biological monitor shall be present during grading activities within 200 feet of aquatic GGS habitat to ensure that construction activities do not encroach into unauthorized areas. If a live GGS is found during construction activities, the biological monitor shall immediately notify USFWS. The biological monitor shall</td>
<td>(7) Have biological monitor present during grading activities within 200 feet of aquatic giant garter snake habitat</td>
<td>(7) Construction contractor</td>
<td>(7) During grading activities</td>
<td>(7) City of Sacramento Community Development Department</td>
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<td>Have the authority to stop construction in the vicinity of the snake. The snake shall be monitored and given a chance to leave the area on its own. If the snake does not leave on its own within 1 working day, the biological monitor shall consult with the USFWS to determine any necessary additional measures. Any GGS mortality shall also be reported by the biological monitor within 1 working day to USFWS. Any project-related activity that results in GGS mortality shall cease so that this activity can be modified to the extent practicable to avoid future mortality.</td>
<td>j(8) Remove construction debris from the project site</td>
<td>j(8) Construction contractor</td>
<td>j(8) During completion of construction activities</td>
<td>j(8) City of Sacramento Community Development Department</td>
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<td>Upon completion of construction activities, construction debris shall be completely removed from the site. If this material is situated near existing GGS aquatic habitat, and it is to be removed between October 1 and April 30, it shall be inspected by a qualified biologist prior to removal to assure that GGS are not using it for hibernaculae or temporary refuge.</td>
<td>j(9) No placement of plastic, monofilament, jute, or similar erosion control matting that could entangle snakes shall be placed when working within 200 feet of snake aquatic or rice habitat. Possible substitutions include coconut coir matting, tactified hydroseeding compounds, or other material approved by CDFW and USFWS.</td>
<td>j(9) Construction contractor</td>
<td>j(9) During construction activities</td>
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<td>Upon locating dead, injured or sick threatened or endangered wildlife species (Federal), the USFWS’s Division of Law Enforcement and the Sacramento Fish and Wildlife Office will be notified within one working day. Written notification to both offices must be made within 3 calendar days and must include the date, time, and location of the finding of a specimen and any other pertinent information.</td>
<td>j(10) Notify USFWS Division of Law Enforcement and Sacramento CDFW Office when dead, injured, or sick threatened or endangered wildlife are located</td>
<td>j(10) Construction contractor</td>
<td>j(10) During construction activities</td>
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<td>6.12-2: Swainson's Hawk</td>
<td>The Project Applicant shall implement the Greenbriar Conservation Strategy, which includes the establishment of approximately 557 acres of on- and off-site reserves and represents a 1.03:1 ratio (area preserved: area impacted). This significantly exceeds the NBHCP mitigation ratio of 0.5:1. The Project’s reserves will be enhanced, preserved, and managed in perpetuity. Land uses at the reserves will be consistent with the intended habitat types and ratios of the NBHCP reserve system, which are composed of 50 percent rice, 25 percent managed marsh, and 25 percent upland. Based on the current design, the Greenbriar Development Project proposes 259.4 acres of rice (46.6%), 143.8 acres of managed marsh (25.8%), and 153.9 acres of upland (27.6%).</td>
<td>Implement Greenbriar Conservation Strategy and receive USFWS and CDFW approval for off-site conservation lands</td>
<td>Project applicant</td>
<td>Prior to issuance of any grading permits</td>
<td>City of Sacramento Community Development Department</td>
<td>a. Surveys shall be conducted by a qualified biologist on and adjacent to the Greenbriar Project Site, Spangler Reserve, and any other properties associated with the Greenbriar Development Project where construction or restoration activities resulting in ground disturbance or mechanized land clearing would occur. The surveys shall be conducted consistent with the Recommended Timing and Methodology for Swainson’s Hawk Nesting Surveys in California’s Central Valley (SHTAC 2000) in the calendar year that construction is scheduled to commence. a. Project applicant a. Conduct pre-construction surveys for Swainson’s hawk and other raptors a. No more than 14 days prior to commencement of construction activities a. Community Development Department</td>
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<td>a. If breeding Swainson’s hawks (i.e., exhibiting nest building or nesting behavior) are identified, no new disturbances (e.g., heavy equipment operation associated with construction) will occur within 0.5 mile of an active nest between March 15 and September 15, or until a qualified biologist, with concurrence by CDFW, has either determined that young have fledged or that the nest is no longer occupied, or that construction can commence with pre-cautions in place (would be determined in coordination with CDFW), Routine</td>
<td>b. Project applicant</td>
<td>b. Prior to and during construction activities</td>
<td>b. City of Sacramento Community Development Department</td>
<td>b. If breeding hawks are found, prevent disturbances within ½ mile of nest between March 15 and September 15; with concurrence by CDFW</td>
<td>b. If breeding hawks are found, prevent disturbances within ½ mile of nest between March 15 and September 15; with concurrence by CDFW</td>
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<td>c. Nest trees that cannot be avoided can be removed between September 15 and February 1</td>
<td>c. Project applicant</td>
<td>c. Prior to and during construction activities</td>
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<td>c. Project applicant</td>
<td>c. Where disturbance of a Swainson’s hawk nest cannot be avoided, the nest tree may be destroyed during the non-nesting season. For purposes of this provision, the Swainson’s hawk nesting season is defined as March 15 to September 15. If a nest tree (any tree that has an active nest in the year the impact is to occur) must be removed, tree removal shall only occur between September 15 and February 1.</td>
<td>d. Nest trees to be removed with fledglings present cannot be removed until September 15 or until a qualified biologist in coordination with CDFW has determined that the young have fledged and are no longer dependent upon the nest tree.</td>
<td>d. Project applicant</td>
<td>d. Prior to and during construction activities</td>
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<td>d. Project applicant</td>
<td>d. If a Swainson’s hawk nest tree is to be removed and fledglings are present, the tree may not be removed until September 15 or until a qualified biologist in coordination with CDFW has determined that the young have fledged and are no longer dependent upon the nest tree.</td>
<td>e. Conduct intensive monitoring of active nest where project activities would occur within ¼-mile</td>
<td>e. Project applicant</td>
<td>e. Prior to and during construction activities</td>
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<td>e. Project applicant</td>
<td>e. If construction or other project related activities which may disturb nesting birds are proposed within a ¼-mile buffer zone of an active nest, intensive monitoring (funded by the Project Applicant) by a qualified biologist will be required. Exact implementation of this measure will be based on specific information at the construction area.</td>
<td>a. Obtain a verified wetland delineation from USACE</td>
<td>a. Project applicant</td>
<td>a. Prior to project approval</td>
<td>a. City of Sacramento Community</td>
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**6.12-3: Waters of the U.S. and Waters of the State**

a. Prior to Project approval, the Project Applicant shall obtain a verified wetland delineation from the USACE. Based on the results of the verified delineation, the Project Applicant shall...
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<td>Commit to replace, restore, or enhance on a “no net loss” basis, in accordance with the USACE and the Central Valley Regional Water Quality Control Board (CVRWQCB), as appropriate for each agency’s jurisdiction, the acreage of all waters of the U.S. and wetland habitats, including “isolated” wetlands that would be removed with implementation of the Project. Wetland restoration, enhancement, and/or replacement shall be at a location and by methods acceptable to the USACE, CDFW, and CVRWQCB, as determined during the Section 404, Section 1600, and Section 401 permitting processes.</td>
<td>b. Prepare and submit a habitat mitigation and monitoring plan to USACE for the creation of jurisdictional waters at a mitigation ratio no less than 1:1 acres of created waters of the U.S., including wetlands, to each acre filled. The mitigation plans shall demonstrate how the USACE criteria for jurisdictional waters will be met through implementation. Wetland mitigation achieved through reserve establishment to benefit Covered Species can satisfy this measure if conducted in such a way that it meets both habitat function and the USACE criteria for creation of waters of the U.S. The wetland creation section of the habitat mitigation and monitoring plan shall include the following:</td>
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c. The Project Applicant shall secure the following permits and regulatory approvals, as necessary, and implement all permit conditions before implementation of any construction activities associated with the Project:

(1) Authorization for the fill of jurisdictional waters of the U.S. shall be secured prior to placing any fill in jurisdictional wetlands from the USACE through the Clean Water Act (CWA) Section 404 permitting process. Timing for compliance with the specific conditions of the 404 permit shall be per conditions specified by the USACE as part of permit issuance. It is expected that the Project would require an individual permit because wetland impacts would total more than 0.5 acre. In its final stage and once approved by the USACE, the mitigation plan is expected to detail proposed wetland restoration, enhancement, and/or replacement activities that would ensure no net loss of jurisdictional wetlands function and values in the project vicinity. As required by Section 404, approval and implementation of the wetland mitigation and monitoring plan shall ensure no net loss of jurisdictional waters of the U.S., including jurisdictional wetlands. Mitigation for impacts to "isolated" wetlands shall be included in the same mitigation plan. All mitigation requirements identified through this process shall be implemented before construction begins in any areas containing wetland features.

(2) Prior to construction in any areas containing wetland features, the project applicant shall obtain water quality certification pursuant to Section 401 of the CWA for the project. Any measures required as part of the issuance of water quality certification shall be implemented.

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<tbody>
<tr>
<td>(1). Secure authorization for the fill of jurisdictional waters of the United States</td>
<td>c(1). Project applicant</td>
<td>c(1). Prior to issuance of any grading permits</td>
<td>c(1). City of Sacramento Community Development Department</td>
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<td>(2). Obtain water quality certification pursuant to Section 401 of the Clean Water Act</td>
<td>c(2). Project applicant</td>
<td>c(2). Prior to issuance of grading permits for areas where wetlands are</td>
<td>c(2). City of Sacramento Community Development Department</td>
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<tr>
<td>(3) The Project Applicant shall obtain a Streambed Alteration Agreement under Section 1600 et seq. of the California Fish &amp; Game Code; as defined under Section 1602 of the California Fish &amp; Game Code.</td>
<td>c(3). Obtain a Streambed Alteration Agreement under Section 1600 et seq. of the California Fish &amp; Game Code</td>
<td>c(3). Project applicant</td>
<td>c(3). Prior to issuance of grading permits for areas where wetlands are present</td>
<td>c(3). City of Sacramento Community Development Department</td>
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<td>d. The Project Applicant shall file a report of waste discharge with the CVRWQCB for activities affecting “isolated” waters of the state, if applicable.</td>
<td>d. File a report of waste discharge with the Central Valley RWQCB for activities affecting waters of the state</td>
<td>d. Project applicant</td>
<td>d. Prior to issuance of grading permits for areas where wetlands are present</td>
<td>d. City of Sacramento Community Development Department</td>
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**6.12-4: Special-status Plant Species, Delta Tule Pea and Sanford's Arrowhead**

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<tr>
<td>a. Retain a qualified botanist to conduct focused surveys in the project area for Delta tule pea and Sanford’s arrowhead; Document findings in letter report and submit to USFWS and CDFW</td>
<td>a. Project applicant</td>
<td>a. Prior to ground-disturbing or vegetation-clearing activities</td>
<td>a. City of Sacramento Community Development Department</td>
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<td>b. Consult with the CDFW to determine the appropriate mitigation measures for any population that may be affected by the project activities</td>
<td>b. Project applicant</td>
<td>b. Prior to ground-disturbing or vegetation-clearing activities</td>
<td>b. City of Sacramento Community Development Department</td>
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<td>Project.</td>
<td>measures for any special-status plant populations that may be affected by the project</td>
<td>c. Avoid special-status plants outside construction limits; install fencing and signage around any avoided populations.</td>
<td>c. Project applicant</td>
<td>c. Prior to ground-disturbing or vegetation-clearing activities</td>
<td>c. City of Sacramento Community Development Department</td>
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<td>c. Special-status plants will be avoided if they occur outside of the construction limits. Fencing and signage will be placed around any avoided special-status plant(s) identifying the plant location(s) as an environmentally sensitive area that must be protected during construction. Appropriate BMPs will be implemented to protect the plants from fugitive dust, sedimentation, harmful substances, or contaminated runoff from the construction area that could harm the plants.</td>
<td>d. Implemented mitigation for affected species if needed</td>
<td>d. Project applicant</td>
<td>d. Prior to ground-disturbing or vegetation-clearing activities</td>
<td>d. City of Sacramento Community Development Department</td>
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<td>d. Mitigation measures may include creation of off-site populations on project mitigation sites, through seed collection or transplanting, preserving and enhancing existing populations, or restoring or creating suitable habitat in sufficient quantities to compensate for the impact.</td>
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<td>6.12-5 Burrowing Owl</td>
<td>a. Conduct focused surveys for burrowing owls; Submit letter report documenting survey methods and findings to CDFW if no occupied burrows are found</td>
<td>a. Project applicant</td>
<td>a. No more than 30 days prior to commencement of any grading activities</td>
<td>a. City of Sacramento Community Development Department</td>
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<td>a. In the calendar year that construction is scheduled to commence, surveys will be conducted by a qualified biologist to determine presence/absence of western burrowing owls and/or occupied burrows in the Greenbriar Project Site and accessible areas within 500 feet according to the CDFW’s Staff Report on Burrowing Owls (CDFW 2012). Winter survey(s) shall be conducted between December 1 and January 31 and nesting survey(s) shall be conducted between April 15 and July 15. Pre-construction surveys shall also be conducted within 30 days prior to construction to ensure that no additional western burrowing owls have established territories since the initial surveys. If no western burrowing owls are found during any...</td>
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<td>of the surveys, a letter report documenting survey methods and findings shall be submitted to CDFW, and no further mitigation will be necessary.</td>
<td>b. No disturbance of occupied burrows shall occur between February 1 and August 31 unless a qualified biologist verifies through non-invasive measures that either: 1) the birds have not begun egg-laying and incubation; or 2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival.</td>
<td>b. Project applicant</td>
<td>b. Prior to grading activities</td>
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<td>b. Occupied burrows shall not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist verifies through non-invasive measures that either: 1) the birds have not begun egg-laying and incubation; or 2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival.</td>
<td>c. Contact USFWS and CDFW for suitable measures if nest sites are found</td>
<td>c. Project applicant</td>
<td>c. Prior to commencement of grading activities within 300 feet of an occupied burrowing owl nest</td>
<td>c. City of Sacramento Community Development Department</td>
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<td>c. If nest sites are found, the USFWS and CDFW shall be contacted regarding suitable mitigation measures, which may include a 300-foot buffer from the nest site during the breeding season (February 1 - August 31), or a relocation effort for the burrowing owls if the birds have not begun egg-laying and incubation or the juveniles from the occupied burrows are foraging independently and are capable of independent survival. If on-site avoidance is required, the location of the buffer zone will be determined by a qualified biologist. The developer shall mark the limit of the buffer zone with yellow caution tape, stakes, or temporary fencing. The buffer will be maintained throughout the construction period.</td>
<td>d. Hire a qualified biologist to prepare a plan for relocating the owls to a suitable site, if relocation of the owls is approved by DFG</td>
<td>d. Project applicant</td>
<td>d. Prior to commencement of grading activities within 300 feet of an occupied burrowing owl nest</td>
<td>d. City of Sacramento Community Development Department</td>
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<td>d. If relocation of the owls is approved for the site by CDFW, the developer shall hire a qualified biologist to prepare a plan for relocating the owls to a suitable site. The relocation plan must include: (a) the location of the nest and owls proposed for relocation; (b) the location of the proposed relocation-site; (c) the number of owls involved and the time of year when the relocation is proposed to take place; (d) the name and credentials of the biologist who will be retained to supervise the relocation; (e) the proposed method of capture and transport for the owls to the new site; (f) a description of</td>
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<td>the site preparations at the relocation-site (e.g., enhancement of existing burrows, creation of artificial burrows, one-time or long-term vegetation control, etc.); and (g) a description of efforts and funding support proposed to monitor the relocation. Relocation options may include passive relocation to another area of the site not subject to disturbance through one way doors on burrow openings, or construction of artificial burrows in accordance CDFW guidelines.</td>
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<td>Where on-site avoidance is not possible, disturbance and/or destruction of burrows shall be offset through development of suitable habitat on the Project’s reserves. Such habitat shall include creation of new burrows with adequate foraging area (a minimum of 6.5 acres or 300 feet radii) around the newly created burrows. This habitat (created burrows and associated foraging habitat) will be protected and managed in perpetuity as burrowing owl habitat according to guidelines established in the Site-Specific Management Plan for the reserve. Management activities in the burrowing owl habitat on the reserve shall include but are not limited to 1) vegetation management (grazing, mowing, burning), management of ground squirrels and other fossorial mammals, semi-annual and annual artificial burrow cleaning and maintenance (if applicable), control of non-native weeds and wildlife potentially detrimental to burrowing owls, and trash removal.</td>
<td>e. Establish and implement habitat offsets for disturbance and/or destruction of burrows that cannot be avoided</td>
<td>e. Project applicant</td>
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<td>e. Prior to commencement of grading activities within 300 feet of an occupied burrowing owl nest</td>
<td>e. City of Sacramento Community Development Department</td>
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### 6.12-6: Western Pond Turtle

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<tr>
<td>a. All construction personnel shall receive worker environmental awareness training from a qualified biologist prior to commencing any construction-related activities. This training shall instruct workers on how to identify the western pond turtle and its habitat, and what to do if a western pond turtle is encountered during construction activities.</td>
<td>a. Conduct worker environmental awareness program</td>
<td>a. Project applicant</td>
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<td>a. Prior to construction activities</td>
<td>a. City of Sacramento Community Development Department</td>
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<td>b. Pre-construction survey will be conducted for nesting pond turtle by a qualified biologist. If nesting areas for pond turtles are identified within the survey limits, a buffer area of 300 feet shall be established between the nesting site and the aquatic habitat (e.g., canal or ditch) located near the nesting site. The buffer shall be indicated by temporary fencing if construction has or will begin before the nesting period has ended (the period from egg laying to emergence of hatchlings is normally April to November). Any western pond turtles observed in the survey limits will be reported to the CNDDB.</td>
<td>b. Inspect site for turtles</td>
<td>b. Project applicant</td>
<td>b. Prior to construction activities</td>
<td>b. City of Sacramento Community Development Department</td>
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<td>c. A qualified biological monitor(s) will be present during any dewatering of the canals to relocate any western pond turtles in the canals to suitable habitat up or downstream of the area of disturbance. Prior to dewatering, CDFW will be notified of the intent to conduct western pond turtle monitoring and potential relocation. If western pond turtle is encountered in the construction area during dewatering activities, work shall be halted until the individual has left the work area on its own or been relocated by a qualified biologist.</td>
<td>c. Have biological monitors present during any dewatering of canals; Cease all construction activity immediately when a turtle is identified and could be harmed</td>
<td>c. Construction contractor</td>
<td>c. During construction activities</td>
<td>c. City of Sacramento Community Development Department</td>
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<td>d. Additionally, as stated in the avoidance and minimization measures for GSS, between April 15 and September 30, all irrigation ditches, canals, or other aquatic habitat within the construction area shall be completely dewatered, with no ponded water remaining, for at least 15 consecutive days prior to the excavation or filling in of the dewatered habitat. The purpose of dewatering the aquatic habitat prior to filling is to compel turtles to leave the area on their own. A qualified biological monitor shall ensure that dewatered habitat does not continue to support suitable prey which could attract turtles into the area. Netting and salvage of prey may be necessary if a site cannot be completely dewatered.</td>
<td>d. Dewater all irrigation ditches between April 15 and September 30 with no ponded water remaining for at least 15 days prior to excavation with irrigation ditches, canals, or other aquatic habitat.</td>
<td>d. Construction contractor</td>
<td>d. 15 days prior to excavation with irrigation ditches, canals, or other aquatic habitat</td>
<td>d. City of Sacramento Community Development Department</td>
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<td>e. The project applicant shall implement Mitigation Measure e. See Mitigation Measure</td>
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#### 6.12-8: Loggerhead Shrike
**On-site Avoidance and Minimization Measures**

a. If construction begins during the breeding season for loggerhead shrikes (March 1 to July 31), pre-construction surveys for loggerhead shrike shall be conducted by a qualified biologist on the Greenbriar Project Site, Spangler Reserve, and any other proposed construction/restoration areas (involving ground disturbance or vegetation removal) as well as on publicly accessible land within 500 feet of those sites (and on private land if permission is granted by the land owner). The pre-construction surveys will be conducted by a qualified biologist within two weeks prior to commencement of construction to determine presence/absence of nesting loggerhead shrike. If surveys determine loggerhead shrikes are present, the following measures shall be implemented to avoid disturbance to occupied nests during the nesting season:

A boundary shall be marked by brightly colored construction fencing that establishes a buffer zone a minimum of 100 feet from the active nest. No project-related disturbance shall occur within the fenced, 100-foot buffer during the nesting season (March 31 to July 31) or until the young have fledged and are no longer dependent on the nest as determined by a qualified biologist.

**Conduct focused surveys for loggerhead shrikes in areas of suitable habitat on and within 300 feet of the project site, if initiation of site grading is proposed during the loggerhead shrike nesting season (March 1 to July 31); establish buffer zone of 100 feet from any identified active nests during the nesting season (March 1 to July 31) or until the young have fledged and are no longer dependent on the nest as determined by a qualified biologist.**

**Construction contractor**
**Prior to grading activities**
**City of Sacramento Community Development Department**

#### 6.12-10: Valley Elderberry Longhorn Beetle

a. The elderberry shrub on the Greenbriar Project Site will be transplanted when the plant is dormant, if possible, approximately November through the first two weeks in February, after it has lost its leaves. The following transplanting procedure shall be followed:

The plant will be cut back 3 to 6 feet from the ground or to 50 percent of its height (whichever is taller) by removing branches and stems above this height. The trunk and all stems measuring 1 inch or greater

**a. Transplant onsite elderberry shrub**
**a. Project applicant**
**a. Prior to grading activities**
**a. City of Sacramento Community Development Department**
<table>
<thead>
<tr>
<th>Summary of Measure</th>
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<th>Timing</th>
<th>Monitoring Party</th>
<th>Date(s) of Completion/Inspection(s) / Report(s)</th>
<th>Notes</th>
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<tr>
<td>in diameter at ground level will be replanted. Any leaves remaining on the plant will be removed. A hole will be excavated of adequate size to receive the transplant. The plant will be excavated using a Vermeer™ spade, backhoe, front end loader, or other suitable equipment, taking as much of the root ball as possible, and will be replanted immediately at the designated location. The plant will only be moved by the root ball. The root ball will be secured with wire and wrapped with damp burlap. The burlap will be dampened as necessary to keep the root ball wet. Care will be taken to ensure that the soil is not dislodged from around the roots of the transplant. Soil at the transplant site will be moistened prior to transplant if the soil at the site does not contain adequate moisture.</td>
<td>Conduct pre-construction surveys within 14 days prior to commencement of construction if construction begins during the nesting season (May 15 to July 31); if species is present, establish appropriate buffer zones during the nesting season or until a qualified biologist has determined the young have fledged and nest sites are no longer active</td>
<td>Project applicant</td>
<td>Within two weeks prior to ground-disturbing construction activities between May 15 and July 31</td>
<td>City of Sacramento Community Development Department</td>
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<tr>
<td>6.12-11: Tricolored Blackbird</td>
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<tr>
<td>a. If construction begins during the nesting season for tri-colored blackbirds (May 15 to July 31), pre-construction surveys will be conducted by a qualified biologist within two weeks prior to commencement of construction to determine presence/absence of tricolored blackbird nests within the Greenbriar Project Site, Spangler Reserve, and any other proposed construction/restoration areas (involving ground disturbance or vegetation removal) as well as on publicly accessible land within 500 feet of those sites (and on private land if permission is granted by the land owner). If surveys determine tricolored blackbirds are present, the following measures shall be implemented to avoid disturbance to occupied nesting colonies during the nesting season: A boundary shall be marked by brightly colored construction fencing that establishes a buffer zone a minimum of 500 feet from the active colony. No project-related disturbance shall occur within the 500-foot fenced buffer area during the nesting season to July 31, or while birds are present. A qualified biologist must determine the young tri-colored blackbirds have fledged and nest sites are no longer active before the nest site may be disturbed.</td>
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<td>6.12-11: Tricolored Blackbird</td>
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<tr>
<td>b. If construction begins during the nesting season for tri-colored blackbirds (May 15 to July 31), pre-construction surveys will be conducted by a qualified biologist within two weeks prior to commencement of construction if construction begins during the nesting season (May 15 to July 31); if species is present, establish appropriate buffer zones during the nesting season or until a qualified biologist has determined the young have fledged and nest sites are no longer active</td>
<td>Conduct pre-construction surveys within 14 days prior to commencement of construction if construction begins during the nesting season (May 15 to July 31); if species is present, establish appropriate buffer zones during the nesting season or until a qualified biologist has determined the young have fledged and nest sites are no longer active</td>
<td>Project applicant</td>
<td>Within two weeks prior to ground-disturbing construction activities between May 15 and July 31</td>
<td>City of Sacramento Community Development Department</td>
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<td>6.12-11: Tricolored Blackbird</td>
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<tr>
<td>c. If construction begins during the nesting season for tri-colored blackbirds (May 15 to July 31), pre-construction surveys will be conducted by a qualified biologist within two weeks prior to commencement of construction if construction begins during the nesting season (May 15 to July 31); if species is present, establish appropriate buffer zones during the nesting season or until a qualified biologist has determined the young have fledged and nest sites are no longer active</td>
<td>Conduct pre-construction surveys within 14 days prior to commencement of construction if construction begins during the nesting season (May 15 to July 31); if species is present, establish appropriate buffer zones during the nesting season or until a qualified biologist has determined the young have fledged and nest sites are no longer active</td>
<td>Project applicant</td>
<td>Within two weeks prior to ground-disturbing construction activities between May 15 and July 31</td>
<td>City of Sacramento Community Development Department</td>
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</table>
Table 1  Mitigation Monitoring and Reporting Table

<table>
<thead>
<tr>
<th>Summary of Measure</th>
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<td>b.</td>
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<td></td>
<td>If construction commences outside of the nesting season (August 1 to May 14), no avoidance and minimization measures are necessary.</td>
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| 6.12-12: Aleutian Canada Goose Conservation Measures  
  a. | Precautionary measures will be implemented consistent with measures included in the NBHCP to avoid potential impacts to foraging Aleutian Canada geese if they are present during ground disturbance or vegetation disturbance/removal associated with construction or restoration activities on the Greenbriar Project Site, Spangler Reserve, or any other properties associated with the Greenbriar Development Project. | a. Implement precautionary measures consistent with the measures in the NBHCP to avoid impacts to foraging Canada geese | a. Project applicant | a. During ground disturbing activities for each phase of development at the project site and mitigation sites | a. City of Sacramento Community Development Department |       |
| b.                 | A pre-construction survey for Aleutian Canada geese shall be conducted within two weeks prior to beginning construction if construction is scheduled to commence during the time of year that this species would be present in the Basin (October 1 through May 15). If Aleutian Canada geese are identified, CDFW should be consulted regarding the appropriate avoidance and minimization measures to avoid impacts to this species. Such measures shall be appropriate for the use (e.g., foraging, roosting, etc.) and activity of the species, since this species is a seasonal visitor to the Basin. Measures may include postponing the start of construction until the birds have left on their own accord, or implementing deterrents to encourage the birds to leave the site on their own accord. | b. Conduct a pre-construction survey two weeks prior to start of construction if start of construction would occur during October 1 through May 15; if species is present consult with CDFW regarding appropriate avoidance measures. | b. Project applicant | b. Prior to initiation of construction during the period of October 1 through May 15 for all development phases | b.City of Sacramento Community Development Department |       |
  a. | The following avoidance and minimization measures shall be implemented prior to site disturbance to avoid impacts to nesting | Conduct nesting survey of the project site and | Project applicant | Prior to ground | City of Sacramento |       |
raptors and other birds on the project sites or immediately adjacent properties. This is a general nesting bird protection measure. Specific measures for special-status bird species are listed individually.

To avoid impacts to nesting birds, a nesting survey shall be conducted within the Greenbriar Project Site, Spangler Reserve, and/or any other sites as needed prior to commencing with earth-moving or construction work if this work would occur during the typical nesting season (between February 1 and August 31). The nesting survey shall include examination of all areas on or within 300 feet of the entire site, not just trees slated for removal, since ground vibrations and noise from earth-moving equipment can disturb nesting birds and potentially result in nest abandonment. Areas within 300 feet of the site shall be surveyed on foot if accessible or from within the site or publicly accessible areas by scanning the surrounding land with the aid of binoculars.

If nesting birds are identified during the surveys, CDFW shall be notified to determine the appropriate buffer, orange construction fence shall be installed to establish a 300-foot radius around the nest unless a qualified biologist determines that a lesser distance will adequately protect the nest (refer to discussion below for more detail). If the tree or nest is located off the site, then the buffer shall be demarcated per the above where the buffer intersects the site.

The size of the non-disturbance buffer may be altered if a qualified biologist conducts behavioral observations and determines the nesting birds are well acclimated to disturbance. If this occurs, the biologist shall prescribe a modified buffer that allows sufficient room to prevent undue disturbance/harassment to the nesting birds. If the buffer is reduced, the qualified biologist shall remain on site to monitor the behavior of the nesting birds during construction in order to ensure that the reduced buffer does not result in take of eggs or nestlings. No construction or earth-moving activity shall occur within the established buffer until it is determined by a qualified biologist that the young have fledged (are no longer dependent on the nest or the

<table>
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<td></td>
<td>mitigation sites prior to site disturbance for work that would begin during nesting season (February 1 through August 31); if nesting birds are present, notify CDFW to establish appropriate buffers and protocol for managing buffers during construction</td>
<td>Community Development Department</td>
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<td>disturbance activities for all phases that starts between February 1 and August 31.</td>
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</table>
adults for feeding) and have attained sufficient flight skills to avoid project construction zones. This typically occurs by August 31. This date may be earlier or later, and shall be determined by a qualified biologist. If a qualified biologist is not hired to monitor the nesting raptors then the full 300-foot buffer(s) shall be maintained in place from February 1 through the month of August. The buffer may be removed and work may proceed as otherwise planned within the buffer on September 1.

6.13 Cultural Resources

6.13-2: Discovery of Undocumented Cultural Resources
If an inadvertent discovery of cultural materials (e.g., unusual amounts of shell, charcoal, animal bone, bottle glass, ceramics, burned soil, structure/building remains) is made during project-related construction activities, ground disturbances in the area of the find shall be halted and a qualified professional archaeologist shall be notified regarding the discovery. The archaeologist shall determine whether the resource is potentially significant as per CEQA and develop specific measures to ensure preservation of the resource. Specific measures for significant or potentially significant resources could include, but not necessarily be limited to in-field documentation, archival research, subsurface testing, and excavation. The specific type of measure necessary would be determined according to evidence indicating degrees of resource integrity, spatial and temporal extent, and cultural associations and would be conducted in a manner consistent with CEQA and the City’s guidelines for preserving archaeological and cultural artifacts.

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<tbody>
<tr>
<td>Halt ground-disturbing activities if an inadvertent discovery of cultural materials is made. Notify qualified professional archaeologist</td>
<td>Construction contractor</td>
<td>During construction activities</td>
<td>City of Sacramento Community Development Department</td>
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6.13-3: Discovery of Human Remains
In accordance with the California Health and Safety Code, if human remains are uncovered during ground disturbing activities all such activities in the vicinity of the find shall be halted immediately and the City or the City’s designated representative shall be notified. The City shall immediately notify the county coroner and a qualified professional archaeologist.

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<tr>
<td>Halt ground-disturbing activities if an inadvertent discovery of human remains is made. Notify City of Sacramento’s designated representative</td>
<td>Construction contractor</td>
<td>During construction activities</td>
<td>City of Sacramento Community Development Department</td>
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- professional archaeologist. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or state lands (Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the Native American Heritage Commission by phone within 24 hours of making that determination (Health and Safety Code Section 7050[c]). The responsibilities of the Agency for acting upon notification of a discovery of Native American human remains are identified in detail in the California Public Resources Code Section 5097.9. The City or their appointed representative and the professional archaeologist shall consult with a Most Likely Descendant (MLD) determined by the NAHC regarding the removal or preservation and avoidance of the remains and determine if additional burials could be present in the vicinity.

#### GHG-1: Greenhouse Gas Emissions

a. The applicant shall incorporate on-site renewable energy systems at the Greenbriar Project Site or achieve equivalent off-site reductions by implementing one or more of the following options to offset a total of 15 percent of annual project electricity demand (15 percent is estimated to be approximately 2,390 kW, which equates to approximately 1,029 MTCO₂e/year):

1. Install solar photovoltaic (PV) or other renewable energy systems on-site to offset up to 15 percent of total annual project electricity demand. Other renewable energy technologies, configurations, and locations may be substituted to meet the minimum 15 percent offset target, at the discretion and approval of the City. Any on-site renewable energy system designs and configurations shall conform to the appropriate provisions of the California Building Code and included on all building plans and accompanying Title 24 documentation prior to issuance of building permits.

2. Obtain a pre-paid Greenergy with the Sacramento Municipal Utility District (SMUD) purchase agreement to offset up to

a. Demonstrate through Final Maps or other agreements that required solar, Greenergy, or offsets will be installed and/or secured to offset a total of 15 percent of the project’s electricity demand

a. Project applicant

a. Prior to issuance of building permits

a. City of Sacramento Community Development Department
### Table 1  Mitigation Monitoring and Reporting Table

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<tr>
<td>15 percent of total annual project electricity demand for a period of at least 25 years. Evidence of the pre-paid agreement shall be provided to the City prior to issuance of building permits.</td>
<td>b. Incorporate in building plans CALGreen Tier 1 Voluntary Water Efficiency and Conservation Measures; provide evidence to City that nonresidential buildings will achieve 30% improvement in indoor water efficiency compared to 2008 Plumbing Code; provide evidence to the site that all residential buildings will achieve 20% improvement in indoor water efficiency compared to 2008 Plumbing Code</td>
<td>b. Project applicant</td>
<td>b. Prior to building plans</td>
<td>b. City of Sacramento Community Development Department</td>
<td></td>
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<tr>
<td>3. Purchase carbon offsets sufficient to offset up to 15 percent of total annual project electricity demand for a period of at least 25 years. Evidence of carbon offset purchases shall be provided to the City prior to issuance of building permits.</td>
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<td>b. The applicant shall incorporate the following CALGreen Tier 1 Voluntary Water Efficiency and Conservation Measures in all project designs, building plans, and landscape plans prior to issuance of building permits:</td>
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<tr>
<td>1. All nonresidential buildings shall achieve a 30 percent improvement in indoor water efficiency compared to 2008 Plumbing Code baseline; and outdoor potable water use reduction to a quantity that does not exceed 60 percent of the reference evapotranspiration rate (ETo) times the landscape area, plus 1 voluntary outdoor water efficiency &amp; conservation measure as listed in the CALGreen Nonresidential Voluntary Measures.</td>
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<td>2. All residential buildings shall achieve a 20 percent improvement in indoor water efficiency compared to 2008 Plumbing Code baseline, and kitchen faucets shall have a maximum flow rate of no greater than 1.5 gallons per minute; and outdoor potable water use reduction to a quantity that does not exceed 65 percent of ETo times the landscape area, plus 2 voluntary outdoor water efficiency &amp; conservation measures as listed in the CALGreen Residential Voluntary Measures.</td>
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RESOLUTION NO. 2019 –

Adopted by the Sacramento City Council

May 21, 2019

AMENDING THE 2035 GENERAL PLAN LAND USE AND URBAN FORM DIAGRAM FOR VARIOUS PARCELS CONSISTENT WITH THE GREENBRIAR PHASE 2 PROJECT (P18-050)

(APNs: 201-0300-049, -079, -080, -081, -083, -085, -087, -156)

BACKGROUND


B. On April 11, 2019, the City Planning and Design Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve with conditions the Greenbriar Phase 2 Project (P18-050), which includes the proposed amendments to the 2035 General Plan Land Use and Urban Form Diagram, as set forth in Exhibit A.

C. On May 21, 2019, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.812.010 (2)(b), the City Council conducted a public hearing on the Project.

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

Section 1. The amendments are internally consistent with the goals, policies, and other provisions of the general plan in that: a) The proposed development is consistent with the General Plan Suburban and Urban Neighborhood designations which call for a range in housing choices to accommodate a variety of families; and b) the proposed development is consistent with the general plan goals and policies supporting the development by promoting family-friendly compact neighborhoods with smaller lot sizes to increase overall project density that is close to schools, parks, transit, and commercial and community services;

Section 2. The amendment promotes the public health, safety, convenience, and welfare of the city in that: a) The proposed development is compatible with the surrounding residential land uses and densities, b) provides its own utility infrastructure to fully serve the project, and c) the development complies with the Planned Unit Development and City standards for roadways and lot sizes; and
Section 3. The zoning classifications of the affected sites are consistent with the residential zoning designation and Planned Unit Development Guidelines, because the zoning allows for residential development at the proposed densities indicated within the Planned Unit Development.

Section 4. Based on verbal and documentary evidence received at the hearing, the City Council approves the 2035 General Plan Land Use and Urban Form Diagram Amendment as set forth in Exhibit A.

Section 5. Exhibit A is part of this Resolution.

**Table of Contents:**

- Exhibit A - General Plan Amendment Map – 1 Page

Adopted by the City of Sacramento City Council on May 21, 2019, by the following vote:

Ayes:

Noes:

Abstain:

Absent:

Attest:
GREENBRIAR - PHASE 2
CITY OF SACRAMENTO, CALIFORNIA
MARCH 18, 2019

GENERAL PLAN AMENDMENT EXHIBIT

EXISTING GENERAL PLAN

PROPOSED GENERAL PLAN

GENERAL PLAN AMENDMENT SUMMARY TABLE

<table>
<thead>
<tr>
<th>GENERAL PLAN DESIGNATION</th>
<th>LAND USE</th>
<th>EXISTING AC</th>
<th>PROPOSED AC</th>
<th>DIFFERENCE AC</th>
</tr>
</thead>
<tbody>
<tr>
<td>SNMD</td>
<td>SUBURBAN NEIGHBORHOOD MEDIUM (7-17 DU/AC)</td>
<td>171.9 AC</td>
<td>189.0 AC</td>
<td>17.1</td>
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<td>SNHD</td>
<td>SUBURBAN NEIGHBORHOOD HIGH (15-30 DU/AC)</td>
<td>7.5 AC</td>
<td>0.0 AC</td>
<td>-7.5</td>
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<tr>
<td>UNLD</td>
<td>URBAN NEIGHBORHOOD LOW (12.36 DU/AC - FAR: 0.50-1.5)</td>
<td>12.0 AC</td>
<td>4.0 AC</td>
<td>-8.0</td>
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<td>UNMD</td>
<td>URBAN NEIGHBORHOOD MEDIUM (23-110 DU/AC - FAR: 1.5-4.0)</td>
<td>0.0 AC</td>
<td>4.1 AC</td>
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<td>PR</td>
<td>PARKS &amp; RECREATION</td>
<td>49.7 AC</td>
<td>41.5 AC</td>
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<td>W</td>
<td>WATERWAYS</td>
<td>22.4 AC</td>
<td>22.1 AC</td>
<td>-0.3</td>
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<td>SC</td>
<td>SUBURBAN CENTER (15-36 DU/AC - FAR: 0.25-2.0)</td>
<td>5.0 AC</td>
<td>5.0 AC</td>
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<td>TOTAL</td>
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<td>268.5 AC</td>
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ORDINANCE NO. 2019 –

Adopted by the Sacramento City Council

May 21, 2019

ORDINANCE AMENDING TITLE 17 OF THE SACRAMENTO CITY CODE BY REZONING VARIOUS PARCELS CONSISTENT WITH THE GREENBRIAR PHASE 2 PROJECT (P18-050)
(APNs: 201-0300-049, -079, -080, -081, -083, -085, -087, -156)

BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

SECTION 1

As used in this ordinance, “Property” means the real property depicted in attached and incorporated Exhibit A within the Greenbriar Planned Unit Development, Phase 2 (APNs: 201-0300-049, -079, -080, -081, -083, -085, -087, -156).

SECTION 2

Title 17 of the Sacramento City Code (“Planning and Development Code”) is hereby amended by rezoning 6.9± acres from the Multi-Unit Dwelling (R-3-PUD) zone to the Multi-Unit Dwelling (R-4A-PUD) zone and 7.5± acres from the Multi-Unit Dwelling (R-2B-PUD) zone to the Single-Unit and Duplex Dwelling (R-1A-PUD) zone, and 7.4± acres from the Agriculture-Open Space (A-OS-PUD) zone to the Single-Unit Duplex Dwelling (R-1A-PUD) zone, among other small areas of land to account for the subdivision design, all as shown on Exhibit A.

SECTION 3

As required by section 17.808.230.C.1.d of the Planning and Development Code, the City Council finds that the rezoning of the property by this ordinance is consistent with the applicable general plan land-use designation, use, and development standards in that the project is consistent with the residential densities prescribed by the land use designations in the General Plan and by encouraging a variety of housing products that can accommodate a wide range of buyers. Furthermore, the project promotes the public health, safety, convenience, and welfare of the City by designing a subdivision that will function harmoniously by being near a variety of neighborhood services and amenities.

SECTION 4

The City Clerk is hereby directed to amend the City’s official zoning maps to conform to this ordinance.

Table of Contents:
Exhibit A: Rezone Map (1 Page) is part of this ordinance

Adopted by the City of Sacramento City Council on May 21, 2019, by the following vote:

Ayes:

Noes:

Abstain:

Absent:

Attest:
REZONE EXHIBIT
GREENBRIAR - PHASE 2
CITY OF SACRAMENTO, CALIFORNIA
MARCH 18, 2019

EXISTING ZONING

PROPOSED ZONING

LOCATION MAP

ZONING SUMMARY TABLE

<table>
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<tr>
<th>ZONING DESIGNATION</th>
<th>LAND USE</th>
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<th>DIFFERENCE AC</th>
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<td>R-1(PUD)</td>
<td>STANDARD SINGLE FAMILY (4-8 DU/AC MAX)</td>
<td>22.4</td>
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<td>+0.2</td>
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<td>R-1A(PUD)</td>
<td>SINGLE FAMILY ALTERNATIVE (15 DU/AC MAX)</td>
<td>149.6</td>
<td>166.4</td>
<td>+16.8</td>
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<tr>
<td>R-2B(PUD)</td>
<td>TWIN FAMILY ZONE (21 DU/AC MAX)</td>
<td>17.6</td>
<td>0.0</td>
<td>-17.6</td>
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<tr>
<td>R-3(PUD)</td>
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<td>A-OS(PUD)</td>
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<td><strong>TOTAL</strong></td>
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<td><strong>268.5</strong></td>
<td><strong>268.5</strong></td>
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RESOLUTION NO. 2019 –

Adopted by the Sacramento City Council

May 21, 2019

AMENDING THE GREENBRIAR PLANNED UNIT DEVELOPMENT (PUD) GUIDELINES AND SCHEMATIC PLAN (P18-050)

BACKGROUND

A. On April 11, 2019, the City Planning and Design Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve with conditions the Greenbriar Phase 2 Project (P18-050), which includes the proposed amendments to the Greenbriar Planned Unit Development, as set forth in Exhibits A and B; and

B. On May 21, 2019, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.812.010 (2)(b), the City Council conducted a public hearing on the Project.

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

Section 1. Based on the verbal and documentary evidence received at the hearing on the Greenbriar Phase 2 Project, the City Council approves the amendments to the Greenbriar Planned Unit Development (PUD) Guidelines and Schematic Plan.

Section 2. The City Council approves amendments to the Greenbriar PUD Development Guidelines and Schematic Plan based on the following Findings of Fact:

1. The proposed amendments are consistent with the proposed General Plan land use designation, use, and development standards, and with the goals, polices, and other provisions of the general plan in that the proposal is a local, city-wide, and regional residential, commercial, and open space development that addresses different community needs and market sectors, and complements the surrounding neighborhoods. Furthermore, the proposed residential will be consistent with the density requirements prescribed by the General Plan land use designations;

2. The amendments promote the public health, safety, convenience and welfare of the city welfare of the city by encouraging a variety of residential, commercial, and open space developments that
diversify, yet maintain compatibility with, surrounding neighborhoods; and

3. The proposed amendments are consistent with the proposed zoning designations of the subject site in that they are consistent with the proposed uses as indicated within the PUD Schematic Plan.

Section 3. The PUD Guidelines and Schematic Plan for the Greenbriar PUD is amended as shown in Exhibits A and B.

Section 4. Exhibits A and B are part of this Resolution.

Table of Contents:

  Exhibit B – Greenbriar PUD Schematic Plan – 1 page

Adopted by the City of Sacramento City Council on May 21, 2019, by the following vote:

Ayes:

Noes:

Abstain:

Absent:

Attest:
GreenBriar
planned unit development guidelines

Approved 1/29/08-Res #2008-059/Amended 5/30/17 (P11-093)/ADMIN DRAFT 1/30/19 (P18-050)
EXHIBIT 9B: TYPICAL DEVELOPMENT – 55’ X 85’ LOT

setback requirements

- min. front - to living: 15.0 ft.*
- min. front - to garage: 20.0 ft.*
- min. interior side: 5.0 ft.
- min. corner side: 15.0 ft.*
- min. rear - to living: 15.0 ft.
- min. rear - to garage: n/a
- max. lot coverage: 55%

* measured from back of walk

garage access:
front
setback requirements

- min. front - to living: 15.0 ft.*
- min. front - to garage: 20.0 ft.*
- min. interior side: 5.0 ft.
- min. corner side: 15.0 ft.*
- min. rear - to living: 15.0 ft.
- min. rear - to garage: n/a
- max. lot coverage: 55%

* measured from back of walk

garage access:
front

EXHIBIT 9C: TYPICAL DEVELOPMENT – 50’ X 85’ LOT
EXHIBIT 9D: TYPICAL DEVELOPMENT – 50’ X 80’ LOT

setback requirements

- min. front - to living: 15.0 ft.*
- min. front - to garage: 20.0 ft.*
- min. interior side: 5.0 ft.
- min. corner side: 15.0 ft.*
- min. rear - to living: 15.0 ft.
- min. rear - to garage: n/a
- max. lot coverage: 55%

* measured from back of walk

garage access:
- front
RESOLUTION NO. 2019 –

Adopted by the Sacramento City Council

May 21, 2019

ADOPTING FINDINGS OF FACT AND APPROVING THE GREENBRIAR PHASE 2 TENTATIVE MASTER PARCEL MAP AND TENTATIVE SUBDIVISION MAP (P18-050)
(APNs: 201-0300-049, -079, -080, -081, -083, -085, -087, -156)

BACKGROUND

A. On April 11, 2019, the City Planning and Design Commission conducted a public hearing on and forwarded to the City Council a recommendation to approve with conditions the Greenbriar Phase 2 Project (P18-050), which includes the proposed Tentative Master Parcel Map and Tentative Subdivision Map.

B. On May 21, 2019, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.812.010 (2)(b), the City Council conducted a public hearing on the Project.

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

Section 1. Based on the verbal and documentary evidence received at the hearing on the Greenbriar Phase 2 Project, the City Council approves the project based on the findings of fact and subject to the conditions of approval as set forth below.

Section 2. The City Council approves the following Project entitlements based on the findings of fact:

A. The Tentative Master Parcel Map to subdivide ±268 gross acres into 32 master parcels with Site Plan and Design Review deviations to minimum lot size requirements is approved based on the following findings:

1. None of the conditions described in Government Code section 66474 exist with respect to the proposed subdivision as follows:
   a. The proposed map is consistent with the General Plan, all applicable community and specific plans, Title 17 of the City Code, and all other applicable provisions of the City Code. There are no applicable community and specific plans for this site;
   b. The design and improvement of the proposed subdivision is consistent with the General Plan, all applicable community and specific plans, Title...
17 of the City Code, and all other applicable provisions of the City Code. There are no applicable community and specific plans for this site;

c. The site is physically suitable for the type of development in that it will be able to accommodate the residential densities depicted on the plans.

d. The site is physically suitable for the proposed density of development in that it is consistent with the density ranges prescribed by the General Plan land use designations;

e. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat in that the project complies with all mitigation imposed by the Environmental Impact Report;

f. The design of the subdivision and the type of improvements are not likely to cause serious public health problems in that they comply with city standards and where requested deviations have been reviewed by City staff to ensure safety and functionality is not compromised;

g. The design of the subdivision and the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.

2. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the intent of the General Plan, all applicable community and specific plans, Title 17 of the City Code, and all other applicable provisions of the City Code (Gov. Code §66473.5), in that the tentative master parcel map provides for: a complete and well-structured neighborhood, whose physical layout and land use mix promote walking to services, biking, and transit use; and a complete and well-structured neighborhood, with a mix of uses and is consistent with existing master planned developments in the surrounding North Natomas area, while still promoting diversity in housing types and densities. No specific plans currently govern this site.

3. The discharge of waste from the proposed subdivision into the existing community sewer system will not result in a violation of the applicable waste discharge requirements prescribed by the California Regional Water Quality Board, Central Valley Region, in that existing treatment plants have a design capacity adequate to service the proposed subdivision (Gov. Code §66474.6).

4. The design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating and cooling opportunities (Gov. Code §66473.1).

5. The City has considered the effect of the approval of this tentative master parcel.
map on the housing needs of the region and has balanced these needs against the public service needs of its residents and available fiscal and environmental resources (Gov. Code §66412.3).

B. The **Site Plan and Design Review with deviations** for the proposed Master Parcel Map is **approved** based on the following findings:

1. The design, layout, and physical characteristics of the proposed development are consistent with the proposed general plan and any applicable specific plan or transit village plan, in that it provides for a complete and well-structured neighborhood, with a mix of uses; is consistent with existing master planned developments in the surrounding North Natomas area, while still promoting diversity in housing types and densities; provides transit-oriented development and encourages walking and biking; and protects and enhances existing and proposed open space.

2. The design, layout, and physical characteristics of the proposed development are consistent with the purpose and intent of the applicable design guidelines and development standards, in that all the proposed master parcels comply with the city's minimum lot size of 5-acres for medium to high residential densities. Parcel 23 requires a deviation because it is proposed at 4.1 acres. This deviation is consistent with the purpose and intent of the Planning and Development Code because the parcel will not be further subdivided as the accompanying Tentative Subdivision Map does not reduce total gross acreage for this parcel and the parcel is designated for multi-family development that can accommodate a density range of 12-36 dwelling units per net acre, consistent with the parcels General Plan designation. Lastly, this parcel will be served by the necessary public and private infrastructure to ensure adequate vehicular access and utility services are provided.

3. All streets and other public access ways and facilities, parking facilities, and utility infrastructure are adequate to serve the proposed development and comply with all applicable design guidelines and development standards, in that the project has been analyzed by City departments and it is determined that as proposed and conditioned, all streets and other public access ways and facilities, parking facilities, and utility infrastructure will be adequate to serve the proposed development and comply with all applicable design guidelines and development standards.

4. The design, layout, and physical characteristics of the proposed development are visually and functionally compatible with the surrounding neighborhood, in that the proposed development is compatible with the surrounding neighborhood in that the project will provide a variety of single-unit dwellings, multi-unit dwellings, and commercial sites that are compatible in size and height to the other existing developments in the North Natomas area.
5. The design, layout, and physical characteristics of the proposed development ensure energy consumption is minimized and use of renewable energy sources is encouraged, in that staff recommends that the project, to the extent possible, incorporate green building methods in the construction of the proposed structures and utilize abundant shade trees to help natural cooling of impervious surfaces.

6. The design, layout, and physical characteristics of the proposed development are not detrimental to the public health, safety, convenience, or welfare of persons residing, working, visiting, or recreating in the surrounding neighborhood and will not result in the creation of a nuisance, in that the proposal provides a variety of residential products and density to accommodate a diversity of home buyers and varying markets. Furthermore, the proposed development has been designed to be compatible with the uses surrounding the property by providing separation in the form of landscaped buffers/corridors between freeways and farmland. Lastly, the proposal will provide additional residential and commercial uses to the neighborhood, while supporting the future light rail station and providing additional bicycle, pedestrian, and vehicular connections through the area.

C. The **Tentative Subdivision Map** to subdivide ±268 gross acres into 1,073 parcels with Tentative Map Design Deviations to local roadway standards is **approved** based on the following findings:

1. None of the conditions described in Government Code section 66474 exist with respect to the proposed subdivision as follows:

   a. The proposed map is consistent with the General Plan, all applicable community and specific plans, Title 17 of the City Code, and all other applicable provisions of the City Code. There are no applicable community and specific plans for this site;

   b. The design and improvement of the proposed subdivision is consistent with the General Plan, all applicable community and specific plans, Title 17 of the City Code, and all other applicable provisions of the City Code. There are no applicable community and specific plans for this site;

   c. The site is physically suitable for the type of development in that it will be able to accommodate the residential densities depicted on the plans.

   d. The site is physically suitable for the proposed density of development in that it is consistent with the density ranges prescribed by the General Plan land use designations;

   e. The design of the subdivision and the proposed improvements are not
likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat in that the project complies with all mitigation imposed by the Environmental Impact Report;

f. The design of the subdivision and the type of improvements are not likely to cause serious public health problems in that they comply with city standards and where requested deviations have been reviewed by City staff to ensure safety and functionality is not compromised;

g. The design of the subdivision and the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.

2. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the intent of the General Plan, all applicable community and specific plans, Title 17 of the City Code, and all other applicable provisions of the City Code (Gov. Code §66473.5), in that the tentative master parcel map provides for: a complete and well-structured neighborhood, whose physical layout and land use mix promote walking to services, biking, and transit use; and a complete and well-structured neighborhood, with a mix of uses and is consistent with existing master planned developments in the surrounding North Natomas area, while still promoting diversity in housing types and densities. No specific plans currently govern this site.

3. The discharge of waste from the proposed subdivision into the existing community sewer system will not result in a violation of the applicable waste discharge requirements prescribed by the California Regional Water Quality Board, Central Valley Region, in that existing treatment plants have a design capacity adequate to service the proposed subdivision (Gov. Code §66474.6).

4. The design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating and cooling opportunities (Gov. Code §66473.1).

5. The City has considered the effect of the approval of this tentative master parcel map on the housing needs of the region and has balanced these needs against the public service needs of its residents and available fiscal and environmental resources (Gov. Code §66412.3).

D. The **Tentative Map Design Deviations** for the proposed Tentative Subdivision Map is **approved** based on the following findings:

1. The property to be divided is of such size or shape, or is affected by such topographic conditions, or that there are special circumstances or conditions affecting the property that it is impossible, impractical, or undesirable in this
particular case to conform to the strict application of these regulations. The existing conditions surrounding the project site make it undesirable in this case to conform to the strict application of these regulations and provide for the development of a master planned community that complies with the majority of the tentative map design standards and General Plan policies (providing a grid network, efficiency through density, alley access, parking and service access and design, transit-oriented development, walkable blocks, direct access to stations, and emergency access);

2. The cost to the subdivider of strict or literal compliance with the regulation is not the sole reason for granting the deviations, in that the proposed non-standard street sections are not proposed to cost less to construct than a standard street section, and the requested deviations will allow for a wider variety of single-unit residential densities and product types.

3. The deviations will not be detrimental to the public health, safety, or welfare or be injurious to other properties in the vicinity, in that the requested deviations will allow for the development of a wider variety of single-unit dwelling residences, maximize eyes on the street in the proposed neighborhoods, and the deviations will not create hazardous conditions and will not compromise traffic conditions.

4. The granting of the deviations is in accord with the intent and purposes of these regulations and is consistent with the general plan and with all other applicable specific plans of the city, in that the requested design deviations allow for the development of a master planned development that complies with the majority of the tentative map design standards and General Plan policies (providing a grid network, efficiency through density, alley access, parking and service access and design, transit-oriented development, walkable blocks, direct access to stations, and emergency access).

E. The 200-Year Flood Protection:

1. The project site is within an area for which the local flood management agency has made adequate progress (as defined in California Government Code section 65007) on the construction of a flood protection system that will result in flood protection equal to or greater than the urban level of flood protection in urban areas for property located within a flood hazard zone, intended to be protected by the system, as demonstrated by the SAFCA Urban level of flood protection plan, adequate progress baseline report, and adequate progress toward an urban level of flood protection engineer’s report accepted by City Council Resolution No. 2016-0226 on June 21, 2016 and the SAFCA 2018 Adequate Progress Annual Report accepted by City Council Resolution No. 2018-0445 on November 20, 2018.
A. The Tentative Master Parcel Map to subdivide ±268 gross acres into 32 master parcels with Site Plan and Design Review deviations to minimum lot size requirements is approved based on the following conditions of approval:

NOTE: These conditions shall supersede any contradictory information shown on the Tentative Master Parcel Map or any contradictory provisions in the PUD guidelines approved for this project (P11-093 and P18-050). The design of any improvement not covered by these conditions or the PUD Guidelines shall be to City standard.

The applicant shall satisfy each of the following conditions prior to filing the Final Map unless a different time for compliance is specifically stated in these conditions. Any condition requiring an improvement that has already been designed and secured under a City Approved improvement agreement may be considered satisfied at the discretion of the Department of Public Works.

GENERAL: All Projects

A1. In accordance with City Code Section 16.24.090(c)(1), approval of this map by the Planning Commission is contingent upon approval by the City Council of all required Plan Amendments (if any), Zoning changes, and the Development Agreement. The Final Map may not be recorded unless and until such time as the City Council approves such required Plan Amendments (if any), Zoning changes, and the Development Agreement.

A2. The applicant shall create and participate in the Greenbriar Financing Plan adopted for this project and shall execute any and all agreements which may be required in order to implement this condition.

A3. Execute a Development Agreement to the satisfaction of the City of Sacramento and comply with and meet all the requirements of the Agreement.

A4. Comply with the Greenbriar Development Guidelines and the PUD guidelines approved for this project (P11-093 and P18-050) to the satisfaction of the Planning Director and the Department of Public Works.

A5. Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (P05-069, P11-093 and P18-050).

A6. Pay off existing assessments, or file the necessary segregation requests and fees to segregate existing assessments, in accordance with the Development Agreement.

A7. Title to any property required to be dedicated to the City in fee shall be conveyed free and clear of all rights, restrictions, easements, impediments, encumbrances, liens, taxes, assessments or other security interests of any kind (hereafter collectively referred to as "Encumbrances"), except as provided herein. The applicant shall take all actions necessary to remove any and all Encumbrances prior to approval of the Final Map and acceptance of the dedication by City, except that the applicant shall not be required to remove Encumbrances of record, including but not limited to easements or rights-of-way for public roads or public utilities, which, in the sole and exclusive judgment of the City,
cannot be removed and/or would not interfere with the City's future use of the property. The applicant shall provide title insurance with the City as the named beneficiary assuring the conveyance of such title to City.

A8. Place the following note prominently on the master parcel map:

"THIS MASTER PARCEL MAP DOES NOT AUTHORIZE CONSTRUCTION OF ANY IMPROVEMENT ON THE LAND SUBJECT TO THE MAP; PRIOR TO ANY IMPROVEMENT OR CONSTRUCTION, ALL REQUIRED LAND USE ENTITLEMENTS, INCLUDING BUT NOT LIMITED TO A CONDITIONAL USE PERMIT, MUST BE APPLIED FOR AND APPROVED, AND ALL APPLICABLE CONDITIONS OF APPROVAL MUST BE SATISFIED"

A9. Show all existing and proposed/required easements on the Final Map.

A10. Multiple Final Maps may be recorded. Prior to recordation of any Final Map all infrastructure/improvements necessary for the respective Final Map shall be addressed to the satisfaction of the Department of Utilities and the Department of Public Works.

Department of Public Works: Streets (Anis Ghobril, 808-5367)

A11. Submit a Geotechnical Analysis prepared by a registered engineer to be used in street design. The analysis shall identify and recommend solutions for groundwater related problems, which may occur within both the subdivision lots and public right-of-way. The design and construction of public improvements shall include appropriate facilities to alleviate those problems. As a result of the analysis street sections shall be designed to provide for stabilized subgrades and pavement sections under high groundwater conditions.

A12. Multiple access points will be required for all phases of the Final Parcel Map to the satisfaction of the Department of Public Works. Dead end streets must be less than 500’ in length and must include a turn-around approved by the Department of Public Works and Fire Department.

A13. Provide additional right-of-way for expanded intersections at intersections to be signalized and other locations specified by the Department of Public Works.

A14. Streets shall be dedicated upon filing of each phase of the Master Parcel Map. Provide an Irrevocable Offer of Dedication (I.O.D.) Meister way consistent with the Cross sections shown on the approved Tentative Parcel Map to the satisfaction of the Department of Public Works.

A15. Dedicate an I.O.D. for Meister way as a 4-lane arterial roadway per the section shown on the approved Tentative Master Parcel Map. Meister way has several cross sections transitioning from a two-lane bridge overcrossing to a 4-lane roadway as shown on the approved Tentative Map. Expanded intersections are required at signalized intersections. The applicant shall design the appropriate roadway transitions to the satisfaction of the Department of Public Works. The construction of Meister Way and the overcrossing is triggered at 65% of project buildout based on total project trips as stated in the traffic analysis, the Development Agreement and the approved Greenbriar EIR.
NOTE: The applicant is advised to submit the design and improvement plans for Meister Way to the City prior to reaching 50% of project buildout based on total project trips development to ensure approval of plans in a timely manner as to not delay any further development of the project. For more details on the construction timing of Meister Way, refer to the Development Agreement.

A16. Dedicate slope easements and the right-of-way necessary, for the Meister way overcrossing to the satisfaction of the Department of Public Works. The appropriate slope easements shall be determined prior to recordation of the Final Map. The overcrossing shall line up with the street on the west side of Hwy-99, to the satisfaction of the Department of Public Works. If a retaining wall is used in the construction of this overcrossing, then an engineering design for the retaining wall shall be submitted to the satisfaction of the Department of Public Works.

A17. The applicant shall dedicate an I.O.D. for all proposed streets per the cross sections shown on the approved Tentative Master Parcel Map to the satisfaction of the Department of Public Works.

A18. The applicant shall dedicate an I.O.D. for the bike trail along the buffer area as shown on the Tentative Master Parcel Map. The bike trail shall be a minimum of 12-feet paved surface with 2-feet of shoulders on either side. If the trail is used as a joint facility for maintenance vehicles, then the design of such trail and materials shall be to the satisfaction of the Department of Public Works. Access to the trail from the subdivision shall be determined with each phased map to the satisfaction of the Department of Public Works. Trail access shall be controlled to only allow pedestrians and bicyclists to enter and occasional maintenance vehicles. Access controls shall be determined by the City and could include gates or bollards to the satisfaction of the Department of Public Works. Locations for maintenance vehicles access shall be determined with each phased map to the satisfaction of the Department of Public Works.

A19. All right-of-way and street improvement transitions that result from changing the right-of-way of any street shall be located, designed and constructed to the satisfaction of the Department of Public Works. The center lines of such streets shall be aligned;

A20. The design and placement of walls, fences, signs and Landscaping near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25’ sight triangle). Walls shall be set back 3’ behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited to 3.5’ in height. The area of exclusion shall be determined by the Department of Public Works;

A21. Developer is required to install permanent street signs to the satisfaction of the Public Works Department.

A22. All proposed elbows shall be dedicated and constructed to City standards to the satisfaction of the Department of Public Works.

A23. All street centerline radii shall conform to City standards and to the satisfaction of the Department of Public Works.

A24. Construct traffic signals at the following intersections when required by the Department of Public Works (if not already in place):
a. Meister Way and Street 1 (West)
b. Meister Way and Street 1 (East)
c. Meister Way and Street 34
d. Southbound Hwy 99 off-ramp

NOTE: Signals shall be constructed as part of the public improvements required for the project. Signal design and construction shall be to the satisfaction of the Department of Public Works. The applicant shall provide all on-site easements and right-of-way needed for turn lanes, signal facilities and related appurtenances. The applicant shall install CCTV cameras and all necessary appurtenances if deemed necessary by and to the satisfaction of the Department of Public Works.

A25. The applicant shall submit a Traffic Signal Design Concept Report (TSCDR) per section 15.10 of the City’s Design and Procedures Manual to the Department of Public Works for review and approval prior to the submittal of any improvement plans involving traffic signal work. The TSCDR provides crucial geometric information for signal design which may lead to additional right-of-way dedication and should be started as early as possible to avoid delays during the plan check process.

A26. **Landscape Maintenance District:** Provide an Irrevocable Offer to Dedicate (IOD) to the City for those areas identified on the Tentative Master Parcel Map as Open Space areas (Parcels Number 9, 30 and 32) including all necessary easements as required for such areas to be publicly maintained. *The intent of the IOD is to transfer ownership of these areas should the Homeowners Association become insolvent, provided that the “lakewalk” feature contemplated within Parcels 2, 7 and 8 will be primarily maintained by the HOA regardless.* Create or annex the project area to the appropriate Landscape Maintenance District, form an endowment, or provide another financing mechanism acceptable to the City prior to recordation of the final map. Design and construct landscaping, irrigation and masonry walls (or wood fences) in dedicated easements or right of way, consistent with the PUD Design Guidelines and to the satisfaction of the Department of Public Works (PW). Acceptance of the required landscaping, irrigation and walls or fences by the City into the Landscape Maintenance District shall be coordinated with the Department of Finance (Public Improvement Financing) and PW. The Developer shall maintain the landscaping, irrigation and walls through the HOA or another financing mechanism acceptable to the City.

A27. The applicant shall make provisions for bus stops, shelters, etc. to the satisfaction of the Department of Public Works in consultation with Regional Transit.

A28. The applicant shall dedicate required bus turn-outs for all bus stops adjacent to the subject site to the satisfaction of the Department of Public Works.

A29. Prior to submittal of improvement plans for any phase of this project, the developer’s design consultant(s) shall participate in a pre-design conference with City staff. The purpose of this conference is to allow City staff and the design consultants to exchange information on project design requirements and to coordinate the improvement plan review process. Contact the Department of Public Works, Development Services Section Plan Check Engineer at 264-7493 to schedule the conference. It is strongly recommended that the conference be held as early in the design process as possible.
PUBLIC WORKS: Abandonment (Recorded on Map)

A30. Obtain and comply with abandonment clearance letters for the abandonments on the Final Map. Letters shall be provided to the Department of Public Works. Refer to SMUD clearance letters, Reclamation District 1000, and Natomas Mutual Water Company conditions for abandonments.

PRIVATE/PUBLIC UTILITIES: (John Yu, SMUD, 916-732-6321)

A31. Owner /Developer will coordinate with SMUD for the dedication of additional dedicated SMUD easements if needed.

A32. The Owner/Developer shall dedicate a 12.5-foot public utility easement for overhead and/or underground facilities and appurtenances adjacent to all public street rights-of-ways with the exception of the South side of Meister Way. Note that a PUE is included on Section D at the LTC, Wildlife Corridor as shown on the Tentative Map.

A33. The Owner/Developer shall dedicate any private drive, ingress and egress easement, (and 10 feet adjacent thereto) as a public utility easement for (overhead and) underground facilities and appurtenances. All access roads shall meet minimum SMUD requirements for access roads.

A34. The Owner/Developer shall dedicate 10 feet of Parcel 3 along the length of the east or west property line as a public utility easement for underground facilities and appurtenances. This is to access the Lift Station on Parcel 10.

A35. The Owner/Developer shall dedicate one 12.5 foot SMUD easements crossing Lot U for future 12 kV underground facilities from Street 23 (across from lot 8/9) south to Hwy I-5. This SMUD easement which will cross RD1000 easements will be prepared in consultation with RD1000. Coordination with RD1000 will be the responsibility of SMUD.

A36. The Owner/Developer shall disclose existing or proposed 69 kV electrical facilities to future and/or potential owners.

A37. SMUD plans to locate 69 kV overhead pole line facilities within the Open Space Corridor adjacent to SR 99 and I-5. The Owner / Developer shall dedicate to SMUD a 25-foot-wide easement as generally shown on the Tentative Map on or prior to the recordation of the first Final Map for the Project. This easement may be located within or across existing Reclamation District 1000 (RD 1000) and Natomas Central Mutual Water Company easements subject to the satisfaction of RD 1000 and the Natomas Central Mutual Water Company, as long as SMUD determines and approves (after reviewing existing easement documents and revised drawings showing the location of existing facilities) there are no resulting constraints on the use of the 25-foot-wide easement.

A38. The Owner/Developer shall dedicate to the satisfaction of SMUD a 25-foot wide easement from the westerly limit of the Open Space Corridor to the easterly limit of the project to meet the existing SMUD easement acquired from Caltrans. If said easement is within the project the Owner/Developer shall provide any necessary ESA and CESA coverage.
including but not limited to mitigation for impacts to listed species in particular Giant Garter Snake affected by installation of SMUD’s infrastructure within the project boundary.

A39. The Owner / Developer shall dedicate a joint use easement (or a series of overlapping easements) to SMUD, Reclamation District 1000, Natomas Central Mutual Water Company and the City of Sacramento for a maintenance access road and bike trail. Costs for the construction and maintenance of the joint use access road and bike trail shall not be the obligation of SMUD unless another arrangement is made between Owner / Developer and SMUD. The access road / bike trail shall consist of a 12-foot wide paved section with 3-foot aggregate base or decomposed granite shoulders each side and shall meander within the Open Space Buffer Area. Once the improvement plans are submitted to the City of Sacramento and joint trench design is coordinated with SMUD, the dimensions required for the access road and bike trail can be finalized, with SMUD’s concurrence. The access road / bike trail shall be designed to accommodate vehicle loading (26,000 pound SMUD service vehicle in all weather) and include turnaround facilities for the affected entities.

A40. SMUD reserves the right to use any portion of its easements on or adjacent to the subject property that it reasonably needs and shall not be responsible for any damages to the developed property within said easement that unreasonably interferes with those needs.

A41. The Owner / Developer shall disclose existing or proposed 69 kV electrical facilities to future and/or potential owners.

A42. The Owner / Developer shall identify SMUD’s 69kV line easement as a "Restricted Building and Use Area" on the subject map.

A43. For all areas other than the easement identified in the SMUD conditions listed above, the Owner /Developer shall provide any necessary ESA and CESA coverage, including but not limited to mitigation, for impacts to listed species—in particular Giant Garter Snake—affected by installation of SMUD’s infrastructure within the project boundary.

A44. The Owner/Developer shall plan and coordinate with SMUD in regards to the Meister Road overcrossing. The overcrossing design shall incorporate a conduit system for SMUD electrical infrastructure. The conduit system will consist of 3-each 6” conduits

PRIVATE/PUBLIC UTILITIES: (Regional San, Robb Armstrong, 876-6104)

A45. A sewer master plan for the proposed project will be required to be submitted to Regional San for review and approval as a condition of approval to the requested entitlements.

A46. Developing this property will require the payment of Regional San sewer impact fees (connection fees). Regional San sewer impact fees are to be paid prior to the issuance of building permits. For questions pertaining to Regional San sewer impact fees, please contact the Sewer Fee Quote Desk at (916) 876-6100.

PRIVATE/PUBLIC UTILITIES: (Sacramento Area Sewer District, Yadira Lewis, 876-6336)

A47. Prior to the SUBMITTAL OF IMPROVEMENT PLANS: Records show an approved level 3 sewer study for the above project area. Any proposed variations will require an addendum
to the study. SASD shall require an addendum to the approved sewer study prior to
recording of the Final Map or submittal of improvement plans for plan check to SASD,
whichever comes first.

A48. Prior to the APPROVAL OF IMPROVEMENT PLANS: To obtain sewer service,
construction of SASD sewer infrastructure will be required. Any construction and/or
modification to the public sewer system shall be required to the satisfaction of SASD.
SASD Design Standards apply to any sewer construction and/or modification. Field
modifications to new or existing precast manhole bases are not allowed.

A49. Prior to the APPROVAL OF IMPROVEMENT PLANS: SASD requires each building on
each lot with a sewage source to have a separate connection to the SASD’s sewer
system. If there is more than one building in any single parcel and the parcel is not
proposed for split, then each building on that parcel shall have a separate connection to a
private onsite sewer line or a separate connection to the SASD public sewer line.

A50. Prior to the APPROVAL OF IMPROVEMENT PLANS: Sewer easements may be required
to service this parcel. All public sewer easements will be dedicated to SASD in a form
approved by the District Engineer. All public sewer easements will be at least 20 feet in
width and requires continuous access for installation and maintenance. SASD will only
provide maintenance in public right-of-ways and SASD designated sewer easements.

A51. Prior to the ISSUANCE OF A BUILDING PERMIT: SASD and the Sacramento Regional
County Sanitation District will require the payment of sewer impact fees in accordance
with the District’s Ordinance. Fees are to be paid prior to the issuance of building permits.
The applicant should contact Permit Services Unit at (916) 876-6100 for sewer impact fee
information.

CITY UTILITIES: (Lorenzo Hernandez, 808-4939)

A52. A financing mechanism approved in writing by the City must be formed for the purpose of
constructing all common wet facilities and detention and water quality basins within the
project area and any additional facilities required to accommodate development of the
subject area in accordance with the approved master plans for the project area. For this
purpose, “financing mechanism” includes but is not limited to a fully executed agreement
approved as to form by the City Attorney, which provides for funding and construction of
the said facilities, and which provides for posting or depositing with the City of
unconditional security for performance of the landowner’s obligations, which security is
adequate in the sole and exclusive discretion of the City, and which is in a form
acceptable to the City Attorney.

A53. The applicant and/or any successor shall fully participate in any financing mechanism,
including but not limited to assessment districts, or community facilities districts formed for
the purpose of financing the facilities specified above. For this purpose, “fully participate”
requires that the applicant and/or successor shall, notwithstanding the provisions of
Articles XIIIC and/or XIIIID of the California Constitution, or any other applicable federal or
state law, rule of regulation, waive and relinquish any right to protest or vote against the
formation of the mechanism and/or the levy of any assessment or tax pursuant thereto;
actively participate in a positive manner in the proceedings for formation of the
mechanism and/or the levy of any assessment or tax pursuant thereto; and pay all taxes,
assessments and/or fees levied pursuant thereto.
A54. Dedicate all necessary easements, IOD easement, right-of-way, fee title property, or IOD in fee title property on the final map as required to implement the approved drainage and water studies. Easements shall be dedicated for off-site water and storm drain main extensions as necessary.

A55. Execute an agreement with the City for the construction of common drainage facilities serving Greenbriar per the approved drainage master plans. The agreement shall be to the satisfaction of the Department of Utilities (DOU) and the City Attorney. Common drainage facilities shall include, but are not limited to, storm drain pipes serving all master parcels, detention and water quality basins, inlet and outlet structures and its associated appurtenances.

A56. Execute and deliver to the City, in recordable form, an IOD to the City in fee title Lots 2, 7 and 8 for a water quality and flood control basin (lake). The DOU in its sole discretion shall establish the exact location and dimensions of the Parcels. If the exact location and dimensions of the Lake Lots differ from the tentative master parcel map, the location and dimensions shall be revised on the final map in accordance to the DOU determinations. An easement shall be dedicated to the HOA for maintenance and access.

A57. The applicant shall grant and reserve easements as needed, for water and drainage, and for surface storm drainage, at or before the time of sale or other conveyance of any parcel or lot. A note stating the following shall be placed on the Final Map: “Private reciprocal easements for ingress/egress, parking, utilities, drainage and water and surface storm drainage shall be granted and reserved, as necessary at no cost, at the time of sale or conveyance of any parcel shown in this map.”

A58. A water master plan for this entire project must be completed by the applicant and approved by the DOU. This study shall determine if the existing water distribution system infrastructure is adequate to supply domestic and fire flow demands resulting from the development of this project. (Note: The Water Master Plan Dated November 2012 has been accepted by the DOU. Any new revisions shall require an update to the existing Water Master Plan and shall be reviewed and accepted by the DOU.).

A59. Prior to vertical construction within the Master Parcels, the water transmission main shall be constructed as specified in the Developer’s approved Water Master Plan. Subject to approval by the DOU, the construction of these T-mains can be constructed in phases. The design and construction of the water transmission mains shall be to the satisfaction of the DOU and the California Department of Transportation. The cost for the construction of water transmission mains will be reimbursed through water fee credits. The developer shall enter into an agreement with the City of Sacramento regarding the reimbursement of the water fee credits. The applicant shall retain easements at no cost to the City for all public facilities crossing properties not owned by the City or the developer.

A60. Applicant shall complete a drainage master plan for the entire development of Greenbriar to the satisfaction of the DOU. The drainage master plan shall include freeway drainage and all existing offsite drainage that currently flows to this project site. The 10-year and 100-year hydraulic grade lines (HGL’s) shall be calculated using the City’s Storm Water Management Model (XPSWMM). The drainage study shall include a basin/lake that is designed and constructed for flood control and water quality treatment. The flood control volume shall be established using the 100 year – 10 day storm and the 100 year -24 hour
storm. Contact the DOU for the design criteria. R.D. 1000 shall approve in writing the out-flow rate from the basin/lake (the out-flow rate allowed for other North Natomas developments has been 0.1 cfs/acre). Sufficient off-site and on-site spot elevations shall be provided in the drainage study to determine the direction of storm drain runoff. The drainage study shall include an overland flow release map for the proposed project. Street and gutter flow line elevations shall be designed so that runoff from the development overland release to the basin/lake. Subject to the approval of the DOU, the construction of the common drainage facilities may be constructed in phases. If requested by DOU, the phasing plan shall be included in the drainage master plan and shall be reviewed and accepted by the DOU.

A61. Prior to vertical construction, the applicant shall construct the detention and water quality basins (lake) and the inlet and outlet structures and its appurtenances per the approved Drainage Master Plan and shall be to the satisfaction of the DOU. Applicant shall submit a separate set of improvement plans for the detention and water quality basins. Prior to design, the applicant shall meet with the Drainage CIP and Water Quality Section within DOU to discuss the design standards. The detention and water quality basins (lake) and the inlet and outlet structures and its appurtenances may be phased to the satisfaction of DOU.

A62. The Detention and Water Quality Basins shall be designed in accordance with chapter 6 of the “Stormwater Quality Design Manual for the Sacramento and South Placer Regions (July 2018).” Standard detention basin landscaping includes hydroseeding the sides of the basin with no irrigation. If the landscaping for Lots 2W, 7W and 8W (and other lands associated with the detention basins) is above and beyond the standard, an HOA or other legal entity acceptable to the DOU is responsible for the maintenance of the landscaping and irrigation of the basin and payment of the basin water bills. The design and construction of the landscaping for the basins shall be to the satisfaction of the DOU.

A63. The applicant shall dedicate to the City at no cost, a drainage easement for access and maintenance of the drainage pipes and its appurtenances on Lot 32. The location of the easement shall be to the satisfaction of the DOU.

A64. The HOA shall be responsible for maintaining the landscaping, irrigation, lake water pump station, aesthetics of the lake, the 22-foot Landscape/Trail Easement, 40 to 60-foot Light Rail Track/Platform Easement (until acceptance of the IOD by Regional Transit) and water quality aspect as mentioned in the lake management plan for Lots 2, 7 and 8. The DOU shall be responsible for maintaining the inlet and out structures and its appurtenances. The lake water surface shall be maintained at an elevation determined solely by the DOU. Cleanup after a storm event is the responsibility of the HOA and property owners. The applicant shall execute a Lake Management Agreement with the City, which delineates the maintenance responsibilities of the HOA. This agreement shall address the operation and maintenance of flood control, water quality, and other items directly related to the drainage system. It shall include a provision that allows the DOU to perform maintenance and be reimbursed from the HOA (or other entity) for such maintenance in the event the HOA fails to perform their maintenance responsibilities adequately or the HOA become insolvent. The agreement shall be to the satisfaction of the DOU and the City Attorney.

A65. Lots 2, 7 and 8 (or phased portions thereof) shall be annexed into the City of Sacramento Neighborhood Water Quality District, which provides for the maintenance of the
landscaping, irrigation and water quality features as mentioned in the lake management plan. The annexation shall be to the satisfaction of the DOU and Special District. (Note: The District will provide funding for the maintenance of the lake Parcels in the event the HOA become insolvent.)

A66. The applicant shall dedicate an easement for the detention and water quality outfall structure and its appurtenances located at the south-eastern section of the proposed project site (within Lot 32 of the Greenbriar Master Parcel Map Phase 2). The easement dedication shall be to the satisfaction of the DOU.

A67. The applicant shall provide a drainage easement over the Landscape and Paseo Lots (shall have a minimum width of 30-feet) as indicated by the DOU for personnel and vehicular access and for the maintenance and repair of the drainage inlet and outlet pipes, structures its appurtenances. A vehicular access road (min. 12 feet wide) shall be provided to all inlet and outlet structures and shall be to the satisfaction of the DOU. Where access roads do not front a public road, easements shall be provided to the satisfaction of the DOU. The HOA shall be responsible for the maintenance of all landscape and paseo lots.

A68. Per City Code, the applicant may not develop the project in any way that obstructs, impedes, or interferes with the natural flow of existing off-site drainage that crosses the property. The project shall construct the required public and/or private infrastructure to handle off-site runoff to the satisfaction of the DOU. If private infrastructure is constructed to handle off-site runoff, the applicant shall dedicate the required private easements and/or, at the discretion of the DOU, the applicant shall enter into and record an Agreement for Maintenance of Drainage with the City, in a form acceptable to the City Attorney.

A69. Obtain approval from RD 1000 and the Natomas Central Mutual Water Company in writing for the abandonment and/or relocation of any existing canals. Provide a copy of the written approvals to the DOU.

Natomas Mutual Water Company: (Brett Gray, 916-419-5936)

A70. All easements may be abandoned with the exception of the Easterly approximately 25’ of our Canal easement adjacent to SR 99. This portion of the easement includes a box culvert that runs under SR 99 to the Natomas Mutual ditch on the west side of SR 99. The developer may also elect to keep a small portion of the Natomas Easement directly south of Elkhorn Blvd in the event that Natomas Mutual Water is to be used to supply make-up water to the proposed lakes.

A71. Adjacent to, and / or within the remaining Southerly easement area, sufficient land shall be provided for the construction of an agricultural well. The size of the site required shall be approximately 30-feet by 50-feet. Access shall be provided. The access shall be within the propose Open Space Corridor and may be shared with SMUD, SASD and RD 1000 for maintenance of their facilities. The easement area required may also overlap with RD 1000 and SMUD to the satisfaction of Natomas Mutual, RD 1000 and SMUD.

A72. The developer shall enter into an agreement with Natomas Mutual Water Company that defines the responsibilities, timing and phasing for well development. This agreement, or evidence that an agreement has been reached to the satisfaction of Natomas Mutual
Water District shall be provided to the City of Sacramento prior to recordation of the First Final Map for the project.

**RECLAMATION DISTRICT 1000**: (Kevin King, 916-922-1449)

A73. The easements over and in the vicinity of the existing Lone Tree Canal between Elkhorn Blvd and Interstate 5 (I-5) to remain.

A74. Additional easement(s) that provide for re-grading the eastern slope bank, access, and maintenance (including deposition of spoil materials) adjacent to Lone Tree Canal shall be granted to RD 1000 by the property owner. These new easements together with the existing easements will create an approximate 90’ wide easement corridor directly east of the Greenbriar west property line and an approximate 100’ wide easement corridor directly northeast of the southwest property line. The additional easement area shall extend from Elkhorn Blvd south to the existing Lone Tree Canal box culverts under Interstate – 5 (I-5).

A75. Additional Easement(s) for the existing ditch that lies directly north of I-5 shall be granted from the I-5 box culverts east to the existing 30’ wide easement terminus, to accommodate north slope regrading and where practical, access and maintenance. It is anticipated that if required, the additional easement area will not exceed 20’.

A76. Based on RD 1000’s understanding of the master plan drainage design for the site, all or a part of the existing easements adjacent to State Route 99 (SR 99) may be abandoned as well as any easements within the project between SR 99 and the Lone Tree Canal, except as noted above, provided the freeway drainage can be accommodated by the project.

A77. RD 1000 has been informed that a 25’ wide easement is proposed to be granted to Sacramento Municipal Utility District (SMUD) for placement of an overhead 69 Kv pole line that will be generally located along the east and south property lines adjacent to SR 99 and I-5. RD 1000 is supportive of sharing the existing (and proposed) easements with SMUD subject to specific operations and maintenance conditions, all to the satisfaction of RD 1000.

**PPDD**: Parks (Dana Mahaffey, 808-2762)

A78. **Park Dedication - IOD**: Pursuant to Sacramento City Code Chapter 17.512 (Parkland Dedication) the applicant shall provide on City’s form an irrevocable offer of dedication (IOD) of the park sites identified on the Tentative Master Parcel Map as Parcels 1, 5 and 31 comprising 6.4 +/- net acres. At the time of delivery of the IOD, the applicant shall:

a) Provide to City a title report demonstrating that it holds full and clear title to Parcels 1, 5 and 31, including all interests necessary for maintenance and access;

b) Provide a Phase 1 environmental site assessment of Parcels 28, 34 and 60;

c) If the environmental site assessment identifies any physical conditions or defects in Parcels 28, 34 and 60 that would interfere with its intended use as a park, as determined by PPDS in its sole discretion, applicant shall complete a supplemental assessment and remedy any such physical condition or defect, to the satisfaction of...
d) Take all actions necessary to ensure that Parcels 28, 34 and 60 are free and clear of any wetland mitigation, endangered or threatened animal or plant species, sensitive habitat or other development restrictions. The applicant shall be solely responsible, and at its sole cost, for any required mitigation costs or measures associated with Parcels 28, 34 and 60;

A79. **Basis for Park Land Dedication**: Using the 3.5/1000 standard, the parkland dedication requirement is 12.47+ acres. This calculation is based upon a maximum housing unit count of 1,390 units where 1,038 are single-family units and 352 are multi-family units. Currently, the Tentative Master Parcel Map includes three parks (Parcels 28, 34 and 60) comprising of 6.4 net acres, which using the current (3.5/1000) standard would be under parked by 6.07 acres. This deficit is partially offset by 2.0 acres in excess from Greenbriar Phase 1. The remainder of the park land dedication is to be offset by planned private recreation facilities under a Private Recreation Facilities Agreement Credit Agreement instead of paying Quimby in-lieu fees;

A80. **Private Recreational Facilities**: City Code sections 17.512.90 through 100 address granting of private recreation facility credits. The city may grant credits for privately owned and maintained open space or local recreation facilities, or both, in planned developments as defined in Section 11003 of the Business and Professions Code, condominiums as defined in Section 783 of the Civil Code and other common interest developments. Such credit, if granted in acres, or comparable in lieu fees, shall not exceed twenty-five (25) percent of the dedication or fees, or both, otherwise required under this chapter and no more than five percent per category of open space or recreational facilities described in this Chapter under 17.512.90. Should the applicant request City consideration of private recreational facilities, a separate agreement must be approved by the City Council prior to recordation of the first subdivision map for the project. Refer to section 17.512.90 for a list of qualifying facilities. Open space covenants for private park or recreational facilities shall be submitted to the city council prior to approval of the final map or parcel map and shall be recorded contemporaneously with the final map 17.512.100. Notwithstanding anything in the contrary in this condition of approval, the city acknowledged and agreed to certain private recreational facility credits in the approved Development Agreement for the project.

A81. **Improvements**: The applicant shall construct the following public improvements prior to and as a condition of City’s acceptance of the park/parkway site(s):

a) Full street improvements for Parcels 1, 5 and 31 including but not limited to curbs, gutters, accessible ramps, street paving, streetlights, and sidewalks; and improved surface drainage through the site.

b) A concrete sidewalk and vertical curb along all street frontages that open onto Parcels 1, 5 and 31. The sidewalk shall be contiguous to the curb (attached) for neighborhood parks and separated from the curb (detached) for community and regional parks unless otherwise approved by PPDS.

c) A six-foot tubular steel fence shall be provided as approved by the City PPDS on property lines separating public park on parcel 5 from the elementary school on parcel 35; and separating public park on parcel 6 from the parking lot and lift stations on
parcels 39 and 32; for the purpose of separating the designated open space areas from adjacent non-residential uses. City PPDS may agree to modify the wall/fence requirements based on PPDS review of the proposed timing of development of the adjacent parcels.

d) A twelve inch (12") storm drain stub and six inch (6") sanitary sewer stub to the back of the sidewalk at Parcels 1, 5 and 31 at a location approved by PPDS for future service. Number of stubs and locations to be approved by PPDS. Storm Drain and Sewer stubs are to be marked with a 3' high, white 4" x 4" post indicating stub or service location.

e) One water stub for irrigation, one water stub for domestic water, and electrical and telephone service to Parcels 1, 5 and 31, size, quantity and location as determined by PPDS. Water stubs and telephone and electrical services shall be marked with a 3' high, white 4" x 4" post indicating stub or service location.

f) A ten-foot (10') wide driveway into Parcels 1, 5 and 31 at a location approved by PPDS. The driveway is to provide future maintenance access to the park.

g) The Applicant shall rough grade Parcels 1, 5 and 31 as required by City Code to provide positive drainage as approved by PPDS.

A82. **Site Plan:** The applicant shall submit a site plan and electronic file showing the location of all utilities on the park/parkway sites to the PPDS for review and approval.

A83. **Design Coordination for PUE’s and Facilities:** If a 12.5-foot public utility easement (PUE) for underground facilities and appurtenances currently exists or is required to be dedicated adjacent to a public street right-of-way contiguous Parcels 1, 5, 31 or an existing park site, the applicant shall coordinate with PPDS and SMUD regarding the location of appurtenances within the PUE to minimize visual obstruction in relation to the park(s) and to best accommodate future park improvements. The applicant shall facilitate a meeting(s) with SMUD and PPDS prior to SMUD’s facilities coordinating meeting for the project.

A84. **Turn Key Park Development:** If the Applicant desires to construct a turnkey park(s), the Applicant shall notify PPDS in writing no later than approval of the final subdivision map for the project and shall enter into a City standard turn key park construction agreement to construct the park improvements to the satisfaction of the City’s PPDS. The park construction agreement shall address:

a) The preparation and approval of the park design and improvement plans;

b) Time for completion of the park (or of each phase of the park if the park is not to be completed in one phase) as a function of build-out of the subdivision or issuance of occupancy permits;

c) Any credits to be awarded to the applicant against the City’s Park Development Impact Fee (PIF) that would be payable as a condition of issuance of building permits for the dwelling units to be constructed in the subdivision;

d) Maintenance of all improvements to be accepted into the park maintenance financing
district for a minimum of one year and until a minimum of 50% of the residential units to be served by the park have received occupancy permits, unless the City agrees to accept park maintenance into the District at an earlier date. The one-year maintenance period shall begin following the issuance by the City of a notice of completion for the improvements.

A85. **Maintenance District:** The Applicant shall initiate and complete the formation of a parks maintenance district (assessment or Mello-Roos special tax district), or annex the project into an existing parks maintenance district. The applicant shall pay all city fees for formation of or annexation to a parks maintenance district. (Contact Planning Department, Public Improvements Financing Division, Special Districts Project Manager.) In assessment districts, the cost of neighborhood park maintenance is equitably spread on the basis of special benefit. In special tax districts, the cost of neighborhood park maintenance is spread based upon the hearing report, which specifies the tax rate and method of apportionment.

A86. As per City Code, acreage within an existing or proposed drainage area, easement, public right-of-way, or areas with 10% and greater slopes shall not receive parkland dedication credit. Quimby parkland credit can be granted only to “buildable acres”;

A87. The Applicant or the HOA shall be responsible for maintenance (weed abatement) of all Lots conveyed as an IOD until the time that the City records acceptance of the IOD.

A88. The Applicant shall consider ‘eyes on the parks / open spaces’ when planning subsequent subdivisions adjacent to parks, open space parkways or off-street trails by orienting building fronts onto these public spaces.

A89. If the Applicant opts to develop parks under a turn key agreement, the Applicant will be required to follow the City standard procedures for approval of park site Master Plans as well as naming of park facilities; Please note that PPDS has landscape architects on staff that can design and develop parks within a competitive timeframe and within budget.

A90. The Developer shall obtain from PPDS a Permit to Enter prior to use of any park site as a construction staging area.

A91. The Applicant shall disclose the location of the planned parks and off-street trails to all future / potential owners of parcels within the subdivision.

**FIRE Department:** (King Tunson, 808-1358)

No Conditions

**REGIONAL TRANSIT:** (Traci Canfield, 916-556-0513)

A92. Provide a 40-foot wide Irrevocable Offer of Dedication (IOD) or other appropriate mechanism along the south side of Meister Way between the east and west boundaries for future light rail track right-of-way as shown on the Tentative Master Parcel Map. The 40-foot wide IOD shall be expanded to 64-feet wide to accommodate a Transit stop and platform across Parcels 2 and 3 totaling approximately 650-feet in length. Interim uses within the right-of-way are to be limited to temporary landscaping (no trees, signs, utilities, or other structures) and subject to the review and approval of Regional Transit.
A93. Provide culverts connecting the lakes that will accommodate the future light rail station, tracks, and required duct banks. Design subject to the review and approval of Regional Transit.

A94. Locate the sewer lift station adjacent to the LRT station and/or tracks and not within the dedicated IOD.

A95. Provide easements or right of way for bus turnouts bus stops, shelters, transit centers to the satisfaction of Department of Public Works in consultation with Regional Transit.

A96. Provide IOD for dedicated land or agreement for reserved parking spaces to accommodate 50 RT park and ride spaces for light rail passengers.

ADVISORY NOTES:

The following advisory notes are informational in nature and are not a requirement of this Tentative Master Parcel Map:

A97. Comply with Ch. 17.836 of the City Code regarding Master Parcel Map, Ordinance No.95-013, Dated March 1995;

A98. It is contemplated that the Applicant and/or the Project's HOA may seek to enter into a Public Improvement Maintenance and Reimbursement Agreement with the City, whereby the Applicant and/or the Project's HOA would administer the maintenance of the public parks and other public open space areas and/or facilities. If the Applicant and/or the Project's HOA were to enter into such an agreement with the City, the Applicant and/or the Project's HOA would have the option to elect to either fund these costs and seek reimbursement from the Maintenance District, or fund these costs and not seek reimbursements. If the Applicant and/or the Project's HOA were to elect to fund these costs and not seek reimbursement, the Maintenance District would only be permitted to levy special taxes or assessments to collect funds for those costs not ultimately funded by the Applicant or the Project's HOA. (Contact Public Improvement Finance, Special Districts Project Manager, 916-808-1440).

A99. Per the Greenbriar Project Public Facilities Financing Plan (Resolution 2017-0208), the applicant has two options available for the Greenbriar Project (GP) to consider for funding interim shuttle services: (1) annex into the existing North Natomas Transportation Management Association Community Facilities District (NNTMA CFD); or (2) form a GP specific CFD that will provide a level of service that is different than the existing NNTMA CFD. (Contact Public Improvement Finance, Special Districts Project Manager, 916-808-1440).

A100. Prior to recordation of the Final Map, Natomas Central Mutual Water Company shall be notified of map processing. Also, all assessments due on the property shall be paid (or entered into an agreement), and if the land use is other than agricultural, severance from the company is required. Pursuant to Company by-laws, severance from the Company requires execution of a stock cancellation agreement with Natomas Central Mutual Water Company, and severance fees must be paid;

A101. Prior to issuance of any building permits within the subject area all storm drainage, water,
and flood control improvements shall be in place and fully functioning unless otherwise approved by the DOU.

A102. The proposed development is located within Sacramento Area Sewer District (SASD). Satisfy all SASD requirements. A copy of the approved sewer master plan shall be provided to the City Department of Utilities.

A103. Properly abandon under permit from the County Environmental Health Division, any well or septic system located on the property.

A104. The Natomas Mutual water well cannot be used to serve the Greenbriar development.

A105. The proposed project is located in the Special Flood Hazard Area (SFHA), designated as A99 zone Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs). FEMA does not require elevating or flood proofing in A99 zone. City Code Chapter 15.104 Floodplain Management Regulations require that any new construction of and/or substantial improvement to any structure located in A99 zone requires a Hold Harmless Agreement regarding risk of flooding on property.

A106. The proposed development is located within the Reclamation District 1000 (RD 1000). The applicant shall comply with all RD 1000 requirements and pay all required fees.

C. The **Tentative Subdivision Map** to subdivide ±268 gross acres into 1,073 parcels with Tentative Map Design Deviations to local roadway standards is **approved** based on the following conditions of approval:

**NOTE:** These conditions shall supersede any contradictory information shown on the Tentative Map or any contradictory provisions in the PUD guidelines approved for this project (P11-093, Z18-096 and P18-050). The design of any improvement not covered by these conditions or the PUD Guidelines shall be to City standard.

The applicant shall satisfy each of the following conditions prior to filing the Final Map unless a different time for compliance is specifically stated in these conditions. Any condition requiring an improvement that has already been designed and secured under a City Approved improvement agreement may be considered satisfied at the discretion of the Department of Public Works.

**GENERAL:** All Projects

C1. In accordance with City Code Section 16.24.090(c)(1), approval of this map by the Planning Commission is contingent upon approval by the City Council of all required Plan Amendments (if any), Zoning changes, and the Development Agreement. The Final Map may not be recorded unless and until such time as the City Council approves such required Plan Amendments (if any), Zoning changes, and the Development Agreement;

C2. The applicant shall create and participate in the Greenbriar Financing Plan adopted for
this project and shall execute any and all agreements which may be required in order to
implement this condition.

C3. Execute a Development Agreement to the satisfaction of the City of Sacramento. Comply
with and meet all requirements of said Agreement;

C4. Comply with the Greenbriar Development Guidelines and the PUD guidelines approved
for this project (P11-093 and P18-050) to the satisfaction of the Planning Director and the
Department of Public Works.

C5. Comply with requirements included in the Mitigation Monitoring Plan developed by, and
kept on file in, the Planning Division Office (P05-069, P11-093 and P18-050);

C6. The design of any improvement not covered by these conditions or the PUD Guidelines
shall be to City standard;

C7. Pay off existing assessments, or file the necessary segregation requests and fees to
segregate existing assessments, in accordance with the Development Agreement;

C8. Show all existing and proposed/required easements on the Final Map;

C9. Private reciprocal ingress, egress, maneuvering and parking easements are required for
future development of the area covered by this Tentative Map. The applicant shall enter
into and record an Agreement For Conveyance of Easements with the City stating that a
private reciprocal ingress/egress, and maneuvering, easement shall be conveyed to and
reserved from Parcels, where appropriate at no cost, at the time of sale or other
conveyance of either parcel.;

C10. Title to any property required to be dedicated to the City in fee shall be conveyed free and
clear of all rights, restrictions, easements, impediments, encumbrances, liens, taxes,
assessments or other security interests of any kind (hereafter collectively referred to as
"Encumbrances"), except as provided herein. The applicant shall take all actions
necessary to remove any and all Encumbrances prior to approval of the Final Map and
acceptance of the dedication by City, except that the applicant shall not be required to
remove Encumbrances of record, including but not limited to easements or rights-of-way
for public roads or public utilities, which, in the sole and exclusive judgment of the City,
cannot be removed and/or would not interfere with the City’s future use of the property.
The applicant shall provide title insurance with the City as the named beneficiary assuring
the conveyance of such title to City;

C11. Pursuant to City Code Section 16.40.190, indicate easements on the Final Map to allow
for the placement of centralized mail delivery units. The specific locations for such
easements shall be subject to review and approval of the Department of Public Works
after consultation with the U.S. Postal Service;

C12. Multiple Final Maps may be recorded. Prior to recordation of any Final Map all
infrastructure/improvements necessary for the respective Final Map must be in place (or
designed and secured/bonded for) to the satisfaction of the Departments of Utilities, and
Department of Public Works.

C13. Prior to submittal of improvement plans for any phase of this project, the developer’s
design consultant(s) shall participate in a pre-design conference with City staff. The purpose of this conference is to allow City staff and the design consultants to exchange information on project design requirements and to coordinate the improvement plan review process. Contact the Department of Public Works, Plan Check Engineer at 808-7754 to schedule the conference. It is strongly recommended that the conference be held as early in the design process as possible;

**Department of Public Works: Streets (Anis Ghobril, 808-5367)**

C14. Submit a Geotechnical Analysis prepared by a registered engineer to be used in street design. The analysis shall identify and recommend solutions for groundwater related problems, which may occur within both the subdivision lots and public right-of-way. Construct appropriate facilities to alleviate those problems. As a result of the analysis street sections shall be designed to provide for stabilized subgrades and pavement sections under high groundwater conditions.

C15. All improvements shall be designed and constructed to the satisfaction of the Department of Public Works. The City shall determine improvements required for each phase prior to recordation of each phase. Any public improvement not specifically noted in these conditions or on the map shall be designed and constructed to City standards.

C16. Construct standard subdivision improvements as noted in these conditions pursuant to section 17.504.050 of the city code and City standards. Improvements required shall be determined by the City, but at a minimum, streets shall include half-streets and at least one travel lane in each direction with acceptable shoulders and drainage to the satisfaction of the Department of Public Works.

C17. This application requires street lights on all public streets within the project area. The number and locations of these lights will be determined when development plans are submitted for review.

C18. Improvements shall be designed and constructed to City standards in place at the time that each subsequent final map is recorded. Improvements required for subsequent maps will be determined by the City for each of those maps.

C19. Dedicate and construct Meister Way as a 4-lane arterial roadway per the section shown on the approved Tentative Map. Meister Way has several cross sections transitioning from a two-lane bridge overcrossing to a 4-lane roadway as shown on the approved Tentative Map. City standard expanded intersections are required at all signalized intersections. The applicant shall design the appropriate roadway transitions to the satisfaction of the Department of Public Works. The construction of Meister Way and the overcrossing is triggered at 65% of project buildout based on total project trips as stated in the traffic analysis, the Development Agreement and the approved Greenbriar EIR.

**NOTE:** The applicant is advised to submit the design and improvement plans for Meister Way and the overcrossing to the City prior to reaching 50% of project buildout based on total project trips development to ensure approval of plans in a timely manner as to not delay any further development of the project. For more details on the construction timing of Meister Way and the overcrossing, refer to the Development Agreement.
C20. Dedicate slope easements and the right-of-way necessary, for the Meister Way overcrossing to the satisfaction of the Department of Public Works. The appropriate slope easements will be determined during the plan check phase of the improvement plans for this map. The overcrossing shall line up with the street on the west side of Hwy-99, to the satisfaction of the Department of Public Works. If a retaining wall is used in the construction of this overcrossing, then an engineering design for the retaining wall shall be submitted to the satisfaction of the Department of Public Works.

C21. Dedicate Lots J, K, L, M and N (LRT Lots) as an Irrevocable Offer of Dedication (I.O.D.) to Regional Transit. The applicant or the HOA shall maintain these lots and any interim landscaping until acceptance of these I.O.D.s by Regional Transit.

C22. The applicant shall construct the Lone Tree Canal Culvert at the wild life corridor per the street section shown on the approved Tentative Map to the satisfaction of the Department of Public Works.

C23. The applicant shall dedicate and construct all streets per the cross sections shown on the approved Tentative Map to the satisfaction of the Department of Public Works.

C24. At the intersection of Meister Way and Street 1, the expanded intersection for Street 1 shall have a minimum of a 2-foot wide hard raised median extending past Street 26 to prevent left in and left out movements to the satisfaction of the Department of Public Works.

C25. At the intersection of Meister Way and Street 34, the expanded intersection for Street 34 shall have a minimum of a 2-foot wide hard raised median extending past Street 31 to prevent left in and left out movements to the satisfaction of the Department of Public Works.

C26. Regardless of what is shown on the approved Tentative Subdivision Map, street sections E3, E4 and G are to be dedicated and constructed as follows:

a. **Street Section E3. Local Residential Street with Bike Lanes.**
   Street section E3 shall have 5-foot sidewalks, 6.5-feet planters, 7-foot parking (from face of curb), 5-foot bike lanes and 11-foot travel lanes on both sides of the street.

b. **Street section E4. Local Residential Street @ Elementary School & N.H. Park with Bike Lanes.**
   Street section E4 shall have 5-foot sidewalks, 6.5-feet planters, 8-foot parking (from face of curb), 5-foot bike lanes and 11-foot travel lanes on both sides of the street.

c. **Street Section G. Commercial Street 1.**
   Street section G shall have 5-foot sidewalks, 6.5-feet planters, 7-foot parking (from face of curb, on south side only), 5-foot bike lanes and 11-foot travel lanes on both sides of the street.

C27. The applicant shall construct a bike trail along the buffer area as shown on the Tentative Subdivision Map. The bike trail shall be a minimum of 12-feet paved surface with 2-feet of shoulders on either side. If the trail is used as a joint facility for maintenance vehicles, then the design of such trail and materials shall be to the satisfaction of the Department of Public Works. Access to the trail from the subdivision shall be determined with each...
phased map to the satisfaction of the Department of Public Works. Trail access shall be controlled to only allow pedestrians and bicyclists to enter and occasional maintenance vehicles. Access controls shall be determined by the City and could include gates or bollards to the satisfaction of the Department of Public Works. Locations for maintenance vehicles access shall be determined with each phased map to the satisfaction of the Department of Public Works.

C28. **Landscape Maintenance District:** Provide an Irrevocable Offer to Dedicate (IOD) to the City for those areas identified on the Tentative Subdivision Map as Open Space (Lots S, T and U), Park/Paseo (Lot HH) Landscape Corridors (Lots DD, EE, FF and GG ), Paseos (Lots V, W, X, Y, Z, AA, BB and CC), and Lakes (Lots G, H, I). The IOD shall include all necessary easements as required for such areas to be publicly maintained. The intent of the IOD is to transfer ownership of these areas should the Homeowners Association become insolvent, provided that the “lakewalk” feature contemplated within Lots G, H, and I will be primarily maintained by the HOA regardless. Create, or annex the project area to the appropriate Landscape Maintenance District, or other financing mechanism acceptable to the City, prior to recordation of the final map. Design and construct landscaping, irrigation and masonry walls (or wood fences) in dedicated easements or right of way, consistent with the PUD Design Guidelines and to the satisfaction of the Department of Public Works (PW). Acceptance of the required landscaping, irrigation and walls or fences by the City into the Landscape Maintenance District shall be coordinated with the Department of Finance (Public Improvement Financing) and PW. The Developer shall maintain the landscaping, irrigation and walls through the HOA or another financing mechanism acceptable to the City.

C29. All proposed elbows shall be constructed to City standards and to the satisfaction of the Department of Public Works.

C30. All street centerline radii shall conform to City standards and to the satisfaction of the Department of Public Works.

C31. Streets adjacent to schools, detention basins, canals and other open spaces shall include a post and cable (or similar) barrier or vertical curb, to the satisfaction of the Department of Public Works. Vertical curb and sidewalks shall be provided along park frontages;

C32. Multiple access points will be required for all phases of the Final Subdivision Map to the satisfaction of the Department of Public Works and the Fire Department. Dead end streets must be less than 500’ in length and must include a turn-around approved by the Department of Public Works and Fire Department.

C33. The City may, at its discretion, require the inclusion of traffic calming devices along public streets, to be constructed as part of the public improvements. These devices may include, but are not limited to, speed humps, 4-way intersections, etc. Speed humps will be required on certain streets adjacent to school/park combinations, as determined by the Department of Public Works;

C34. The design and placement of walls, fences, signs and Landscaping near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25’ sight triangle). Walls shall be set back 3’ behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5’ in height.
The area of exclusion shall be determined by the Department of Public Works;

C35. Provide additional right-of-way for expanded intersections at intersections to be signalized and other locations specified by the Department of Public Works;

C36. Developer is required to install permanent street signs to the satisfaction of the Department of Public Works;

C37. All right-of-way and street improvement transitions that result from changing the right-of-way of any street shall be located, designed and constructed to the satisfaction of the Department of Public Works. The center lines of such streets shall be aligned;

C38. Construct traffic signals at the following intersections when required by the Department of Public Works (if not already in place):

   a. Meister Way and Street 1 (East)
   b. Meister Way and Street 1 (West)
   c. Meister Way and Street 34
   d. Southbound Hwy 99 off-ramp

**NOTE:** Signals shall be constructed as part of the public improvements required for the project. Signal design and construction shall be to the satisfaction of the Department of Public Works. The applicant shall provide all on-site easements and right-of-way needed for turn lanes, signal facilities and related appurtenances. The applicant shall install CCTV cameras and all necessary appurtenances if deemed necessary by and to the satisfaction of the Department of Public Works.

C39. The applicant shall submit a Traffic Signal Design Concept Report (TSCDR) per section 15.10 of the City’s Design and Procedures Manual to the Department of Public Works for review and approval prior to the submittal of any improvement plans involving traffic signal work. The TSCDR provides crucial geometric information for signal design which may lead to additional right-of-way dedication and should be started as early as possible to avoid delays during the plan check process.

C40. Form a Homeowner's Association. CC&R's shall be approved by the City and recorded assuring maintenance of all private facilities, common landscaping, lakes, Lake walkways, Buffer area and Bike paths/service road, masonry walls, fencing, etc. to the satisfaction of the City of Sacramento.

C41. The applicant shall make provisions for bus stops, shelters, etc. to the satisfaction of the Department of Public Works in consultation with Regional Transit.

C42. The applicant shall dedicate and construct bus turn-outs for all bus stops adjacent to the subject site to the satisfaction of the Department of Public Works.

**Subdivision Modifications:** (Anis Ghobril, 808-5367)

C43. This map allows for three subdivision modifications (deviations) and are as follows:

   a. Dead End Streets (At streets 26 and 31 on either side of the lake (Lot G).
   b. Non-Standard Street Section. Eliminating the sidewalk requirement when adjacent to the freeway buffer area.
c. Minimum Centerline Radius. Court 25 will have a street centerline radius equal to 140-feet as shown on the approved tentative map.

**Department of Public Works: Abandonments**
(Refer to SMUD, Reclamation District 1000, and Natomas Mutual Water Company conditions for abandonments).

C44. Obtain and comply with the abandonment clearance letters and conditions for any abandonment proposed on the Tentative Map. Only letters executed by the appropriate recipients are acceptable. Letters shall be provided to the Department of Public Works.

**PRIVATE/PUBLIC UTILITIES:** (John YU, SMUD, 916-732-6321)

C45. Owner /Developer will coordinate with SMUD for the dedication of additional dedicated SMUD easements if needed.

C46. In the event the Owner/Developer requires the relocation or removal of existing SMUD facilities on or adjacent to the subject property, the Owner/Developer shall coordinate with SMUD. The Owner/Developer shall be responsible for the cost of relocation or removal.

C47. The Owner/Developer shall not place any building foundations within 5-feet of any SMUD trench to maintain adequate trench integrity. The Owner/Developer shall verify specific clearance requirements for other utilities (e.g., Gas, Telephone, etc.).

C48. The Owner/Developer shall comply with SMUD siting requirements (e.g., panel size/location, clearances from SMUD equipment, transformer location, service conductors). Information regarding SMUD siting requirements can be found at: https://www.smud.org/en/Business-Solutions-and-Rebates/Design-and-Construction-Services.

C49. The Owner/Developer shall dedicate a 12.5-foot public utility easement for overhead and/or underground facilities and appurtenances adjacent to all public street rights-of-ways with the exception of the South side of Meister Way. *Note that a PUE is included on Section D at the LTC, Wildlife Corridor as shown on the Tentative Map.*

C50. The Owner/Developer shall dedicate any private drive, ingress and egress easement, (and 10 feet adjacent thereto) as a public utility easement for (overhead and) underground facilities and appurtenances. All access roads shall meet minimum SMUD requirements for access roads.

C51. The Owner/Developer shall dedicate 10 feet of Lot P along the length of the east or west property line as a public utility easement for underground facilities and appurtenances. This is to access the Lift Station on LOT Q.

C52. The Owner/Developer shall dedicate one 12.5 foot SMUD easements crossing Lot U for future 12 kV underground facilities from Street 23 (across from lot 8/9) south to Hwy I-5. This SMUD easement which will cross RD1000 easements will be prepared in consultation with RD1000. *Coordination with RD1000 will be the responsibility of SMUD.*
C53. The Owner/Developer shall disclose existing or proposed 69 kV electrical facilities to future and/or potential owners.

C54. SMUD plans to locate 69 kV overhead pole line facilities within the Open Space Corridor adjacent to SR 99 and I-5. The Owner / Developer shall dedicate to SMUD a 25-foot-wide easement as generally shown on the Tentative Map on or prior to the recordation of the first Final Map for the Project. This easement may be located within or across existing Reclamation District 1000 (RD 1000) and Natomas Central Mutual Water Company easements subject to the satisfaction of RD 1000 and the Natomas Central Mutual Water Company, as long as SMUD determines and approves (after reviewing existing easement documents and revised drawings showing the location of existing facilities) there are no resulting constraints on the use of the 25-foot-wide easement.

C55. The Owner/Developer shall dedicate to the satisfaction of SMUD a 25-foot wide easement from the westerly limit of the Open Space Corridor to the easterly limit of the project to meet the existing SMUD easement acquired from Caltrans. If said easement is within the project the Owner/Developer shall provide any necessary ESA and CESA coverage, including but not limited to mitigation for impacts to listed species in particular Giant Garter Snake affected by installation of SMUD’s infrastructure within the project boundary.

C56. The Owner / Developer shall dedicate a joint use easement (or a series of overlapping easements) to SMUD, Reclamation District 1000, Natomas Central Mutual Water Company and the City of Sacramento for a maintenance access road and bike trail. Costs for the construction and maintenance of the joint use access road and bike trail shall not be the obligation of SMUD unless another arrangement is made between Owner / Developer and SMUD. The access road / bike trail shall consist of a 12-foot wide paved section with 3-foot aggregate base or decomposed granite shoulders each side and shall meander within the Open Space Buffer Area. Once the improvement plans are submitted to the City of Sacramento and joint trench design is coordinated with SMUD, the dimensions required for the access road and bike trail can be finalized, with SMUD’s concurrence. The access road / bike trail shall be designed to accommodate vehicle loading (26,000 pound SMUD service vehicle in all weather) and include turnaround facilities for the affected entities.

C57. Building Structural setbacks less than 14-feet from Road R/W shall require the approval by SMUD.

C58. SMUD reserves the right to use any portion of its easements on or adjacent to the subject property that it reasonably needs and shall not be responsible for any damages to the developed property within said easement that unreasonably interferes with those needs.

C59. The Owner / Developer shall disclose existing or proposed 69 kV electrical facilities to future and/or potential owners.

C60. The Owner / Developer shall identify SMUD's 69kV line easement as a "Restricted Building and Use Area" on the subject map.

C61. SMUD equipment shall be accessible to a 26,000-pound SMUD service vehicle via all weather access. The drivable surface shall have a minimum width of 20-feet with the exception of the SMUD Substation and 69kV access roads.
C62. Owner/Developer shall provide access to SMUD equipment and appurtenances within 15-feet from the drivable surface.

C63. For all areas other than the easement identified in the SMUD conditions listed above, the Owner/Developer shall provide any necessary ESA and CESA coverage, including but not limited to mitigation, for impacts to listed species—in particular Giant Garter Snake—affected by installation of SMUD’s infrastructure within the project boundary.

C64. The Owner/Developer shall plan and coordinate with SMUD in regards to the Meister Road overcrossing. The overcrossing design shall incorporate a conduit system for SMUD electrical infrastructure. The conduit system will consist of 3-each 6” conduits.

PRIVATE/PUBLIC UTILITIES: (Regional San, Robb Armstrong, 876-6104)

C65. Developing this property will require the payment of Regional San sewer impact fees (connection fees). Regional San sewer impact fees are to be paid prior to the issuance of building permits. For questions pertaining to Regional San sewer impact fees, please contact the Sewer Fee Quote Desk at (916) 876-6100.

PRIVATE/PUBLIC UTILITIES: (Sacramento Area Sewer District, Yadira Lewis, 876-6336)

C66. Prior to the SUBMITTAL OF IMPROVEMENT PLANS: Records show an approved level 3 sewer study for the above project area. Any proposed variations will require an addendum to the study. SASD shall require an addendum to the approved sewer study prior to recordation of the Final Map or submittal of improvement plans for plan check to SASD, whichever comes first.

C67. Prior to the APPROVAL OF IMPROVEMENT PLANS: To obtain sewer service, construction of SASD sewer infrastructure will be required. Any construction and/or modification to the public sewer system shall be required to the satisfaction of SASD. SASD Design Standards apply to any sewer construction and/or modification. Field modifications to new or existing precast manhole bases are not allowed.

C68. Prior to the APPROVAL OF IMPROVEMENT PLANS: SASD requires each building on each lot with a sewage source to have a separate connection to the SASD’s sewer system. If there is more than one building in any single parcel and the parcel is not proposed for split, then each building on that parcel shall have a separate connection to a private onsite sewer line or a separate connection to the SASD public sewer line.

C69. Prior to the APPROVAL OF IMPROVEMENT PLANS: Sewer easements may be required to service this parcel. All public sewer easements will be dedicated to SASD in a form approved by the District Engineer. All public sewer easements will be at least 20 feet in width and requires continuous access for installation and maintenance. SASD will only provide maintenance in public right-of-ways and SASD dedicated sewer easements.

C70. Prior to the ISSUANCE OF A BUILDING PERMIT: SASD and the Sacramento Regional County Sanitation District will require the payment of sewer impact fees in accordance with the District’s Ordinance. Fees are to be paid prior to the issuance of building permits. The applicant should contact Permit Services Unit at (916) 876-6100 for sewer impact fee information.
CITY UTILITIES: (Lorenzo Hernandez, 808-4939)

C71. A financing mechanism approved in writing by the City must be formed for the purpose of constructing all common wet facilities and detention and water quality basins within the project area and any additional facilities required to accommodate development of the subject area in accordance with the approved master plans for the project area. For this purpose, "financing mechanism" includes but is not limited to a fully executed agreement approved as to form by the City Attorney, which provides for funding and construction of the said facilities, and which provides for posting or depositing with the City of unconditional security for performance of the landowner's obligations, which security is adequate in the sole and exclusive discretion of the City, and which is in a form acceptable to the City Attorney.

C72. The applicant and/or any successor shall fully participate in any financing mechanism, including but not limited to assessment districts, or community facilities districts formed for the purpose of financing the facilities specified above. For this purpose, "fully participate" requires that the applicant and/or successor shall, notwithstanding the provisions of Articles XIIIC and/or XIIIID of the California Constitution, or any other applicable federal or state law, rule of regulation, waive and relinquish any right to protest or vote against the formation of the mechanism and/or the levy of any assessment or tax pursuant thereto; actively participate in a positive manner in the proceedings for formation of the mechanism and/or the levy of any assessment or tax pursuant thereto; and pay all taxes, assessments and/or fees levied pursuant thereto.

C73. Dedicate all necessary easements, IOD easement, right-of-way, fee title property, or IOD in fee title property on the final map as required to implement the approved drainage and water studies. Easements shall be dedicated for off-site water and storm drain main extensions as necessary.

C74. Execute an agreement with the City for the construction of common drainage facilities serving Greenbriar per the approved drainage master plans. The agreement shall be to the satisfaction of the Department of Utilities (DOU) and the City Attorney. Common drainage facilities shall include, but are not limited to, storm drain pipes serving all master parcels, detention and water quality basins, inlet and outlet structures and its associated appurtenances.

C75. Execute and deliver to the City, in recordable form, an IOD to the City in fee title Lots G, H and I for a water quality and flood control basin (lake). The DOU in its sole discretion shall establish the exact location and dimensions of the Parcels. If the exact location and dimensions of the Lake Lots differ from the tentative subdivision map, the location and dimensions shall be revised on the final map in accordance to the DOU determinations. An easement shall be dedicated to the HOA for maintenance and access.

C76. The applicant shall grant and reserve easements as needed, for water and drainage, and for surface storm drainage, at or before the time of sale or other conveyance of any parcel or lot. A note stating the following shall be placed on the Final Map: “Private reciprocal easements for ingress/egress, parking, utilities, drainage and water and surface storm drainage shall be granted and reserved, as necessary at no cost, at the time of sale or conveyance of any parcel shown in this map.”
C77. A water master plan for this entire project must be completed by the applicant and approved by the DOU. This study shall determine if the existing water distribution system infrastructure is adequate to supply domestic and fire flow demands resulting from the development of this project. (Note: The Water Master Plan Dated November 2012 has been accepted by the DOU. Any new revisions shall require an update to the existing Water Master Plan and shall be reviewed and accepted by the DOU.)

C78. Two points of service for the water system for this subdivision or any phase of this subdivision are required. All water lines shall be placed within the asphalt section of public right-of-ways as per the City’s Design and Procedures Manual or as otherwise approved by DOU.

C79. Prior to vertical construction within the Master Parcels, the water transmission main shall be constructed as specified in the Developer’s approved Water Master Plan. Subject to approval by the DOU, the construction of these T-mains can be constructed in phases. The design and construction of the water transmission mains shall be to the satisfaction of the DOU and the California Department of Transportation. The cost for the construction of water transmission mains will be reimbursed through water fee credits. The developer shall enter into an agreement with the City of Sacramento regarding the reimbursement of the water fee credits. The applicant shall retain easements at no cost to the City for all public facilities crossing properties not owned by the City or the developer.

C80. The applicant shall construct two separate water mains on each side of the street where a landscape median is proposed at the centerline of the street unless otherwise approved by the DOU.

C81. Per Sacramento City Code, water meters shall be located at the point of service that is located at the back of curb for separated sidewalks or the back of walk for connected sidewalks.

C82. Residential water taps shall be sized per the City’s Building Department onsite plumbing requirements (water taps from the water main in the street to the meter may need to be larger than 1-inch depending on the length of the house service, number of fixture units, etc.).

C83. Per City Code Section, 13.04.070, multiple water services to a single lot or parcel may be allowed if approved by DOU Development Review and Operations and Maintenance staff. Any new water services (other than fire) shall be metered. Excess services shall be abandoned to the satisfaction of the DOU.

C84. Common area landscaping shall have a separate street tap or public easement tap for a metered irrigation service.

C85. Construct storm drain stubs and water taps for all Park lots. The construction shall be to the satisfaction of the DOU and the Parks Department.

C86. Along all streets with separated curb and sidewalk; place minimum 2-inch diameter sleeves (one on each side of the driveway) under the sidewalk for each single family lot for irrigation of the landscape planter. The irrigation sleeves shall be placed prior to construction of sidewalks. In situations where separated sidewalks are located along the perimeter of parks or other common lots, irrigation sleeves shall be placed at maximum
200 linear foot intervals under the sidewalks.

C87. Applicant shall complete a drainage master plan for the entire development of Greenbriar to the satisfaction of the DOU. The drainage master plan shall include freeway drainage and all existing offsite drainage that currently flows to this project site. The 10-year and 100-year hydraulic grade lines (HGL’s) shall be calculated using the City’s Storm Water Management Model (XPSWMM). The drainage study shall include a basin/lake that is designed and constructed for flood control and water quality treatment. The flood control volume shall be established using the 100 year – 10 day storm and the 100 year -24 hour storm. Contact the DOU for the design criteria. R.D. 1000 shall approve in writing the out-flow rate from the basin/lake (the out-flow rate allowed for other North Natomas developments has been 0.1 cfs/acre). Sufficient off-site and on-site spot elevations shall be provided in the drainage study to determine the direction of storm drain runoff. The drainage study shall include an overland flow release map for the proposed project. Street and gutter flow line elevations shall be designed so that runoff from the development overland release to the basin/lake. Subject to the approval of the DOU, the construction of the common drainage facilities may be constructed in phases. If requested by DOU, the phasing plan shall be included in the drainage master plan and shall be reviewed and accepted by the DOU.

C88. Prior to vertical construction, the applicant shall construct the detention and water quality basins (lake) and the inlet and outlet structures and its appurtenances per the approved Drainage Master Plan and shall be to the satisfaction of the DOU. Applicant shall submit a separate set of improvement plans for the detention and water quality basins. Prior to design, the applicant shall meet with the Drainage CIP and Water Quality Section within DOU to discuss the design standards. The detention and water quality basins (lake) and the inlet and outlet structures and its appurtenances may be phased to the satisfaction of DOU.

C89. The Detention and Water Quality Basins shall be designed in accordance with chapter 6 of the “Stormwater Quality Design Manual for the Sacramento and South Placer Regions (July 2018).” Standard detention basin landscaping includes hydroseeding the sides of the basin with no irrigation. If the landscaping for Lots G, H and I (and other lands associated with the detention basins) is above and beyond the standard, an HOA or other legal entity acceptable to the DOU is responsible for the maintenance of the landscaping and irrigation of the basin and payment of the basin water bills. The design and construction of the landscaping for the basins shall be to the satisfaction of the DOU.

C90. The applicant shall dedicate to the City at no cost, a drainage easement for access and maintenance of the drainage pipes and its appurtenances on Lot U. The location of the easement shall be to the satisfaction of the DOU.

C91. The HOA shall be responsible for maintaining the landscaping, irrigation, lake water pump station, aesthetics of the lake, the 22-foot Landscape/Trail Easement, 40 to 60-foot Light Rail Track/ Platform Easement (until acceptance of the IOD by Regional Transit) and water quality aspect as mentioned in the lake management plan for Lots G, H and I. The DOU shall be responsible for maintaining the inlet and out structures and its appurtenances. The lake water surface shall be maintained at an elevation determined solely by the DOU. Cleanup after a storm event is the responsibility of the HOA and property owners. The applicant shall execute a Lake Management Agreement with the City, which delineates the maintenance responsibilities of the HOA. This agreement shall
address the operation and maintenance of flood control, water quality, and other items directly related to the drainage system. It shall include a provision that allows the DOU to perform maintenance and be reimbursed from the HOA (or other entity) for such maintenance in the event the HOA fails to perform their maintenance responsibilities adequately or the HOA become insolvent. The agreement shall be to the satisfaction of the DOU and the City Attorney.

C92. Lots G, H and I (or phased portions thereof) shall be annexed into the City of Sacramento Neighborhood Water Quality District, which provides for the maintenance of the landscaping, irrigation and water quality features as mentioned in the lake management plan. The annexation shall be to the satisfaction of the DOU and Special District. (Note: The District will provide funding for the maintenance of the lake Parcels in the event the HOA become insolvent.)

C93. The design and construction of the light rail tracks adjacent to the detention and water quality basin shall be reviewed and accepted by the DOU.

C94. The applicant shall dedicate an easement for the detention and water quality outfall structure and its appurtenances located at the south-eastern section of the proposed project site (within Lot U of the Greenbriar Tentative Subdivision Map Phase 2). The easement dedication shall be to the satisfaction of the DOU.

C95. The applicant shall provide a drainage easement over the Landscape and Paseo Lots (shall have a minimum width of 30-feet) as indicated by the DOU for personnel and vehicular access and for the maintenance and repair of the drainage inlet and outlet pipes, structures its appurtenances. A vehicular access road (min. 12 feet wide) shall be provided to all inlet and outlet structures and shall be to the satisfaction of the DOU. Where access roads do not front a public road, easements shall be provided to the satisfaction of the DOU. The HOA shall be responsible for the maintenance of all landscape and paseo lots.

C96. Per City Code 13.04.230, no permanent structures (i.e., trees, fence, concrete structure, etc.) shall be constructed on top of water or drainage pipelines or anywhere within the associated pipeline easements, unless approved by the director upon execution of a hold harmless agreement approved by the City Attorney.

C97. The finished floor elevations shall be a minimum of 1-foot above the 100-year HGL or 1.5–feet above the overland flow release elevation, whichever is higher or as approved by the DOU.

C98. Per City Code, the applicant may not develop the project in any way that obstructs, impedes, or interferes with the natural flow of existing off-site drainage that crosses the property. The project shall construct the required public and/or private infrastructure to handle off-site runoff to the satisfaction of the DOU. If private infrastructure is constructed to handle off-site runoff, the applicant shall dedicate the required private easements and/or, at the discretion of the DOU, the applicant shall enter into and record an Agreement for Maintenance of Drainage with the City, in a form acceptable to the City Attorney.

C99. A grading plan showing existing and proposed elevations is required. All lots and/or parcels shall be graded so that drainage does not cross property lines or private drainage
easements shall be dedicated. Adjacent off-site topography shall also be shown to the
extent necessary to determine impacts to existing surface drainage paths. At a minimum,
one-foot off-site contours within 100 feet of the project boundary are required (per Plate 2,
page 3-7 of the City Design and Procedures Manual). No grading shall occur until the
grading plan has been reviewed and approved by the DOU.

C100. The applicant must comply with the City of Sacramento’s Grading, Erosion and Sediment
Control Ordinance. This ordinance requires the applicant to show erosion and sediment
control methods on the subdivision improvement plans. These plans shall also show the
methods to control urban runoff pollution from the project site during construction.

C101. The project will be served by a regional water quality control facility (proposed
detention/water quality basin); therefore, only source control measures are required.
Improvement plans must include the source controls measures selected for the site.
Refer to “Stormwater Quality Design Manual for the Sacramento and South Placer
Regions (July 2018)” Chapter 4 for appropriate source control measures.

C102. Commercial areas within the Greenbriar development may be required to incorporate
certified full capture trash control devices, please refer to Appendix H in the “Stormwater
Quality Design Manual for the Sacramento Region (July 2018)” for more details. A
maintenance agreement is required for all on-site full capture trash control systems.
Contact DOU for a list of accepted proprietary devices if considered for full capture trash
control. Construction drawings must include all on-site full capture trash control features
and devices selected for the site. Please refer to Appendix H in the “Stormwater Quality
Design Manual for the Sacramento Region (July 2018)” for more details.

C103. The applicant shall provide the rough grading of the publicly maintained parks. The rough
grading shall be to the satisfaction of the DOU and the Parks Department.

C104. Obtain approval from RD 1000 and the Natomas Central Mutual Water Company in
writing for the abandonment and/or relocation of any existing canals. Provide a copy of
the written approvals to the DOU.

Natomas Mutual Water Company: (Brett Gray, 916-419-5936)

C105. All easements may be abandoned with the exception of the Easterly approximately 25’ of
our Canal easement adjacent to SR 99. This portion of the easement includes a box
culvert that runs under SR 99 to the Natomas Mutual ditch on the west side of SR 99. The
developer may also elect to keep a small portion of the Natomas Easement directly south
of Elkhorn Blvd in the event that Natomas Mutual Water is to be used to supply make-up
water to the proposed lakes.

C106. Adjacent to, and / or within the remaining Southerly easement area, sufficient land shall
be provided for the construction of an agricultural well. The size of the site required shall
be approximately 30-feet by 50-feet. Access shall be provided. The access shall be within
the propose Open Space Corridor and may be shared with SMUD, SASD and RD 1000
for maintenance of their facilities. The easement area required may also overlap with RD
1000 and SMUD to the satisfaction of Natomas Mutual, RD 1000 and SMUD.

C107. The developer shall enter into an agreement with Natomas Mutual Water Company that
defines the responsibilities, timing and phasing for well development. This agreement, or
evidence that an agreement has been reached to the satisfaction of Natomas Mutual Water District shall be provided to the City of Sacramento prior to recordation of the First Final Map for the project.

Reclamation District 1000: (Paul Devereux, 916-922-1449)

C108. The easements over and in the vicinity of the existing Lone Tree Canal between Elkhorn Blvd and Interstate 5 (I-5) will remain.

C109. Additional easement(s) that provide for re-grading the eastern slope bank, access, and maintenance (including deposition of spoil of materials) adjacent to Lone Tree Canal shall be granted to RD 1000 by the property owner. These new easements together with the existing easements will create an approximate 90' wide easement corridor directly east of the Greenbriar west property line and an approximate 100' wide easement corridor directly northeast of the southwest property line. The additional easement area shall extend from Elkhorn Blvd south to the existing Lone Tree Canal box culverts under Interstate- 5 (I-5).

C110. Additional Easement(s) for the existing ditch that lies directly north of I-5 shall be granted from the I-5 box culverts east to the existing 30'-wide easement terminus, to accommodate north slope regrading and where practical, access and maintenance. It is anticipated that if required, the additional easement area will not exceed 20'.

C111. Based on RD 1000’s understanding of the master plan drainage design for the site, all or a part of the existing easements adjacent to State Route 99 (SR 99) may be abandoned as well as any easements within the project between (SR 99) and the Lone Tree Canal, except as noted above, provided the freeway drainage can be accommodated by the project.

C112. RD 1000 has been informed that a 25’ wide easement is proposed to be granted to Sacramento Municipal Utility District (SMUD) for placement of an overhead 69 Kv pole line that will be generally located along the east and south property lines adjacent to SR 99 and 1-5. RD 1000 is supportive of sharing the existing (and proposed) easements with SMUD subject to specific operations and maintenance conditions all to the satisfaction of RD 1000.

C113. RD 1000 reserves the right to modify the additional easements required or those to be abandoned based on the design level master drainage plan for the site. This Condition will be considered satisfied upon written acceptance by the City of Sacramento and concurrence from RD 1000 of the Drainage Study for the project.

PPDD: Parks (Dana Mahaffey, 808-2762)

C114. Park Dedication - IOD: Pursuant to Sacramento City Code Chapter 17.512 (Parkland Dedication) the applicant shall provide on City’s form an irrevocable offer of dedication (IOD) of the parks sites identified on the Tentative Subdivision Map as Lots C, D and E comprising 6.4 +/- net acres. At the time of delivery of the IOD, the applicant shall:

a. Provide to City a title report demonstrating that it holds full and clear title to Lots C, D and E, including all interests necessary for maintenance and access.
b. Provide a Phase 1 environmental site assessment of Lots C, D and E.

c. If the environmental site assessment identifies any physical conditions or defects in Lots C, D and E that would interfere with its intended use as a park, as determined by PPDS in its sole discretion, applicant shall complete a supplemental assessment and remedy any such physical condition or defect, to the satisfaction of PPDS; and.

d. Take all actions necessary to ensure that Lots C, D and E are free and clear of any wetland mitigation, endangered or threatened animal or plant species, sensitive habitat or other development restrictions. The applicant shall be solely responsible, and at its sole cost, for any required mitigation costs or measures associated with Lots C, D and E.

C115. **Basis for Park Land Dedication:** Using the 3.5/1000 standard, the parkland dedication requirement is 12.47+ acres. This calculation is based upon a maximum housing unit count of 1,390 units where 1,038 are single-family units and 352 are multi-family units. Currently, the Tentative Master Parcel Map includes three parks (Lots C, D and E) comprising of 6.4 net acres, which using the current (3.5/1000) standard would be under parked by 6.07 acres. This deficit is partially offset by 2.0 acres in excess from Greenbriar Phase 1. The remainder of the park land dedication is to be offset by planned private recreation facilities under a Private Recreation Facilities Agreement Credit Agreement instead of paying Quimby in-lieu fees.

C116. **Private Recreational Facilities:** City Code sections 17.512.90 through 100 address granting of private recreation facility credits. The city may grant credits for privately owned and maintained open space or local recreation facilities, or both, in planned developments as defined in Section 11003 of the Business and Professions Code, condominiums as defined in Section 783 of the Civil Code and other common interest developments. Such credit, if granted in acres, or comparable in lieu fees, shall not exceed twenty-five (25) percent of the dedication or fees, or both, otherwise required under this chapter and no more than five percent per category of open space or recreational facilities described in this Chapter under 17.512.90. Should the applicant request City consideration of private recreational facilities, a separate agreement must be approved by the City Council prior to recordation of the first subdivision map for the project. Refer to section 17.512.90 for a list of qualifying facilities. Open space covenants for private park or recreational facilities shall be submitted to the city council prior to approval of the final map or parcel map and shall be recorded contemporaneously with the final map 17.512.100. Notwithstanding anything in the contrary in this condition of approval, the city acknowledged and agreed to certain private recreational facility credits in the approved Development Agreement for the project.

C117. **Improvements:** The applicant shall construct the following public improvements prior to and as a condition of City’s acceptance of the park/parkway site(s):

a. Full street improvements for Lots C, D and E including but not limited to curbs, gutters, accessible ramps, street paving, streetlights, and sidewalks; and improved surface drainage through the site.

b. A concrete sidewalk and vertical curb along all street frontages that open onto Lots C, D and E. The sidewalk shall be contiguous to the curb (attached) for neighborhood parks and separated from the curb (detached) for community and regional parks unless
otherwise approved by PPDS.

c. A six-foot tubular steel fence shall be provided as approved by the City PPDS on property lines separating public park on lot C from the elementary school on lot F; and separating public park on lot D from the parking lot and lift stations on lots P and Q; for the purpose of separating the designated open space areas from adjacent non-residential uses. City PPDS may agree to modify the wall/fence requirements based on PPDS review of the proposed timing of development of the adjacent parcels.

d. A twelve inch (12") storm drain stub and six inch (6") sanitary sewer stub to the back of the sidewalk at Lots C, D and E at a location approved by PPDS for future service. Number of stubs and locations to be approved by PPDS. Storm Drain and Sewer stubs are to be marked with a 3' high, white 4" x 4" post indicating stub or service location.

e. One water stub for irrigation, one water stub for domestic water, and electrical and telephone service to Lots C, D and E, size, quantity and location as determined by PPDS. Water stubs and telephone and electrical services shall be marked with a 3' high, white 4" x 4" post indicating stub or service location.

f. A ten-foot (10') wide driveway into Lots C, D and E at a location approved by PPDS. The driveway is to provide future maintenance access to the park.

g. The Applicant shall rough grade Lot(s) C, D and E as required by City Code to provide positive drainage as approved by PPDS.

C118. **Site Plan**: The applicant shall submit a site plan and electronic file showing the location of all utilities on the park/parkway sites to the PPDS for review and approval.

C119. **Design Coordination for PUE’s and Facilities**: If a 12.5-foot public utility easement (PUE) for underground facilities and appurtenances currently exists or is required to be dedicated adjacent to a public street right-of-way contiguous Lot(s) Lots C, D and E or an existing park site, the applicant shall coordinate with PPDS and SMUD regarding the location of appurtenances within the PUE to minimize visual obstruction in relation to the park(s) and to best accommodate future park improvements. The applicant shall facilitate a meeting(s) with SMUD and PPDS prior to SMUD’s facilities coordinating meeting for the project.

C120. **Turn Key Park Development**: If the Applicant desires to construct a turnkey park(s), the Applicant shall notify PPDS in writing no later than approval of the final subdivision map for the project and shall enter into a City standard turn key park construction agreement to construct the park improvements to the satisfaction of the City’s PPDS. The park construction agreement shall address:

a. The preparation and approval of the park design and improvement plans.

b. Time for completion of the park (or of each phase of the park if the park is not to be completed in one phase) as a function of build-out of the subdivision or issuance of occupancy permits.

c. Any credits to be awarded to the applicant against the City’s Park Development Impact Fee (PIF) that would be payable as a condition of issuance of building permits for the
dwelling units to be constructed in the subdivision.

d. Maintenance of all improvements to be accepted into the park maintenance financing district for a minimum of one year and until a minimum of 50% of the residential units in this Phase 2 Subdivision to be served by the park have received occupancy permits, unless the City agrees to accept park maintenance into the District at an earlier date. The one year maintenance period shall begin following the issuance by the City of a notice of completion for the improvements.

C121. Maintenance District: The Applicant shall initiate and complete the formation of a parks maintenance district (assessment or Mello-Roos special tax district), or annex the project into an existing parks maintenance district. The applicant shall pay all city fees for formation of or annexation to a parks maintenance district. (Contact Planning Department, Public Improvements Financing Division, Special Districts Project Manager.) In assessment districts, the cost of neighborhood park maintenance is equitably spread on the basis of special benefit. In special tax districts, the cost of neighborhood park maintenance is spread based upon the hearing report, which specifies the tax rate and method of apportionment.

C122. As per City Code, acreage within an existing or proposed drainage area, easement, public right-of-way, or areas with 10% and greater slopes shall not receive parkland dedication credit. Quimby parkland credit can be granted only to “buildable acres”.

C123. The Applicant or the HOA shall be responsible for maintenance (weed abatement) of all Lots conveyed as an IOD until the time that the City records acceptance of the IOD.

C124. The Applicant shall consider ‘eyes on the parks / open spaces’ when planning subsequent subdivisions adjacent to parks, open space parkways or off-street trails by orienting building fronts onto these public spaces.

C125. If the Applicant opts to develop parks under a turn key agreement, the Applicant will be required to follow the City standard procedures for approval of park site Master Plans as well as naming of park facilities; Please note that PPDS has landscape architects on staff that can design and develop parks within a competitive timeframe and within budget.

C126. The Developer shall obtain from PPDS a Permit to Enter prior to use of any park site as a construction staging area.

C127. The Applicant shall disclose the location of the planned parks and off-street trails to all future / potential owners of parcels within the subdivision.

FIRE Department: (King Tunson, 808-1358)

C128. All turning radii for fire access shall be designed as 35’ inside and 55’ outside. CFC 503.2.4

C129. Dead ends exceeding 150 feet in length require an approved Fire Department turnaround (45’ radius cul-de-sac or city standard hammerhead). CFC 503.2.5

C130. Fire Apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all-weather driving
C131. Provide the required fire hydrants in accordance with CFC 507 and Appendix C, Section C102

Note: Appendix C, Table C102.1 has been amended by the City of Sacramento so that the required number of hydrants is based on the required GPM of Table B105.1 before any allowed fire sprinkler reduction with modified spacing distances between hydrants.

ADVISORY NOTES:

The following advisory notes are informational in nature and are not a requirement of this Tentative Map:

C132. Prior to the issuance of any building permits, provide the City with a copy of the certificate of payment of school fees for the applicable school district(s);

C133. It is contemplated that the Applicant and/or the Project's HOA may seek to enter into a Public Improvement Maintenance and Reimbursement Agreement with the City, whereby the Applicant and/or the Project's HOA would administer the maintenance of the public parks and other public open space areas and/or facilities. If the Applicant and/or the Project's HOA were to enter into such an agreement with the City, the Applicant and/or the Project's HOA would have the option to elect to either fund these costs and seek reimbursement from the Maintenance District, or fund these costs and not seek reimbursements. If the Applicant and/or the Project's HOA were to elect to fund these costs and not seek reimbursement, the Maintenance District would only be permitted to levy special taxes or assessments to collect funds for those costs not ultimately funded by the Applicant or the Project's HOA. (Finance Department)

C134. Per the Greenbriar Project Public Facilities Financing Plan (Resolution 2017-0208), the applicant has two options available for the Greenbriar Project (GP) to consider for funding interim shuttle services: (1) annex into the existing North Natomas Transportation Management Association Community Facilities District (NNTMA CFD); or (2) form a GP specific CFD that will provide a level of service that is different than the existing NNTMA CFD. (Contact Public Improvement Finance, Special Districts Project Manager, 916-808-1440). (Finance Department)

C135. Unless otherwise approved by the Fire Marshal, the furthest projection of the exterior wall of a building shall be accessible from within 150 ft of an approved Fire Department access road (minimum 20’ wide) and 150’ of an approved water supply as measured by an unobstructed route around the exterior of the building. (CFC 503.1.1, 507.5.1).

C136. Per the Greenbriar Project Public Facilities Financing Plan (Resolution 2017-0208), the applicant has two options available for the Greenbriar Project (GP) to consider for funding interim shuttle services: (1) annex into the existing North Natomas Transportation Management Association Community Facilities District (NNTMA CFD); or (2) form a GP specific CFD that will provide a level of service that is different than the existing NNTMA CFD. (Contact Public Improvement Finance, Special Districts Project Manager, 916-808-1440).

C137. The applicant is responsible for obtaining all necessary permits, easements and
approvals from federal, state and local agencies for the construction of this project.

C138. Prior to recordation of the Final Map, Natomas Central Mutual Water Company shall be notified of map processing. Also, all assessments due on the property shall be paid (or entered into an agreement), and if the land use is other than agricultural, severance from the company is required. Pursuant to Company by-laws, severance from the Company requires execution of a stock cancellation agreement with Natomas Central Mutual Water Company, and severance fees must be paid.

C139. The Sacramento Area Sewer District (SASD) is responsible for providing local sewer service to the proposed project site via their local sanitary sewer collection system. Regional San is responsible for the conveyance of wastewater from the SASD collection system to the Sacramento Regional Wastewater Treatment Plant (SRWTP).

C140. PG&E recommends the following language be expressly stated for the offer to dedicate Public Utility Easements (PUE):

I/We the undersigned, as Owner(s) of the land shown hereon, do hereby state that I/we am/are the only person(s) whose consent is necessary to pass clear title to said land and do hereby consent to the preparation and recordation of this map and offer for dedication and do hereby dedicate for public uses the Public Utility Easements (PUEs) shown on this map for public utility purposes including electric, gas, communication facilities and all other public utility purposes; together with any and all appurtenances thereto, including the right from time to time to trim and to cut down and clear away or otherwise control any trees or brush. The PUEs hereby offered for dedication are to be kept open and free of buildings, structures and wells of any kind.

The final map must contain a statement setting forth dedications and offers to dedicate interests in real property for public utility purposes. If the offer of dedication has terminated, or the local agency declines to accept it, the applicant maybe required to provide an easement in gross satisfactory to PG&E.

C141. Prior to issuance of any building permits within the subject area all storm drainage, water, and flood control improvements shall be in place and fully functioning unless otherwise approved by the DOU.

C142. The proposed development is located within Sacramento Area Sewer District (SASD). Satisfy all SASD requirements. A copy of the approved sewer master plan shall be provided to the City Department of Utilities to assure that no conflicts with water or drainage facilities exist within streets or easements. (DOU)

C143. Properly abandon under permit from the County Environmental Health Division, any well or septic system located on the property. (DOU)

C144. The proposed project is located in the Special Flood Hazard Area (SFHA), designated as A99 zone Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs). FEMA does not require elevating or flood proofing in A99 zone. City Code Chapter 15.104 Floodplain Management Regulations require that any new construction of and/or substantial improvement to any structure located in A99 zone requires a Hold Harmless Agreement regarding risk of flooding on property. (DOU)
C145. The proposed development is located within the Reclamation District 1000 (RD 1000). The applicant shall comply with all RD 1000 requirements and pay all required fees.

C146. Prior to issuance of any building permits within the subject area all storm drainage, water, and flood control improvements shall be in place and fully functioning unless otherwise approved by the DOU.

C147. The proposed development is located within Sacramento Area Sewer District (SASD). Satisfy all SASD requirements. A copy of the approved sewer master plan shall be provided to the City Department of Utilities.

C148. Properly abandon under permit from the County Environmental Health Division, any well or septic system located on the property.

C149. The Natomas Mutual water well cannot be used to serve the Greenbriar development.

C150. The proposed project is located in the Special Flood Hazard Area (SFHA), designated as A99 zone Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs). FEMA does not require elevating or flood proofing in A99 zone. City Code Chapter 15.104 Floodplain Management Regulations require that any new construction of and/or substantial improvement to any structure located in A99 zone requires a Hold Harmless Agreement regarding risk of flooding on property.

C151. The proposed development is located within the Reclamation District 1000 (RD 1000). The applicant shall comply with all RD 1000 requirements and pay all required fees.

C152. As per City Code, the applicant will be responsible to meet his/her obligations regarding:

a. Title 17, 17.512 Park Dedication / In Lieu (Quimby) Fees, due prior to approval of the final map. The project currently anticipates 1,390 units where 1,038 are single-family units and 352 are multi-family units. The Quimby land dedication requirement for the project based on this unit count and on the standard of 3.5 acres / per 1000 residents is 12.46 ± acres. The map currently identifies 6.4 acres of parkland which partially satisfies the Quimby requirements of Parkland Dedication. The applicant plans to address any remaining shortfall through a Private Recreation Facilities Credit Agreement for several private recreational amenities they are constructing within the subdivision, in addition to applying approximately 2.0 acres left over from Greenbriar Phase I parkland dedication. Any changes in the proposed residential unit count or type will change the amount of Quimby land dedication or in-lieu fee due and may require additional parkland dedication or in-lieu fee obligation under Sacramento City Code Chapter 17.512.

b. Title 18, 18.56 Park Development Impact Fee (PIF), due at the time of issuance of building permit. The new PIF due for this project is based on $2.64 for residential square footage with a minimum rate of $1,986 for units under 750 square feet and a maximum rate of $5,293 for units over 2000 square feet. Once the applicant has decided on the residential unit sizes a more accurate estimate can be provided on the PIF for residential square footage costs. The PIF for commercial space is estimated at $0.43 per square foot. The assumptions for commercial square footage was based on the General Plan maximum floor area ratio for both Regional Commercial and Suburban Center. Any change in these factors will change the amount of the PIF due.
The fee is calculated using factors at the time that the project is submitted for building permit.

c. Applicant is pursuing an Agreement for Private Recreation Facilities Credits for the following amenities: walking trail, community center, community pool, and ball courts. The applicant is eligible for up to 25% credits towards the project’s Quimby obligation. A 5% credit is allowed for each amenity up to 25%. The credits would assist in reducing any shortfall in parkland dedication.

d. Community Facilities District 2002-02, Neighborhood Park Maintenance CFD Annexation or an alternative funding source.

Attachments:

Exhibit A: Tentative Master Parcel Map
Exhibit B: Tentative Subdivision Map
Exhibit C: Tentative Map Design Deviations
Exhibit D: Meister Way Intersection Details
Exhibit E: Phase 2 Illustrative Land Use Plan
**SUBDIVISION MODIFICATIONS**

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SUBDIVISION MODIFICATION NO. 1 - DEAD-END STREETS

GREENBRIAR - PHASE 2
CITY OF SACRAMENTO, CALIFORNIA
JANUARY 30, 2019

NOTES:
1) THERE ARE 2 DEAD-END STUB-STREETS WITHIN THIS PLAN; ALL DEAD-END STUB-STREET RIGHT-OF-WAYS ARE 53' WIDE PER CITY STANDARD.
2) THE SHORTEST DEAD-END STREET-STUB IS 103' DEEP AND THE LONGEST STUBS ARE 124' DEEP. LOCATIONS ARE IDENTIFIED ON MAP BELOW.

LOCATION MAP

ENGINEER'S STAMP

WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
3301 C Street, Bldg 100-B Tel: 916.341.7760
Sacramento, CA 95816 Fax: 916.341.7767

Page 157 of 179
SUBDIVISION MODIFICATION NO. 2
NON-STANDARD STREET SECTION
GREENBRIAR - PHASE 2
CITY OF SACRAMENTO, CALIFORNIA
JANUARY 30, 2019

MODIFIED LOCAL RESIDENTIAL STREET 10, 13, & 23 ADJ. TO FREEWAY BUFFER

LOCATION MAP

ENGINEER'S STAMP

WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
3301 C Street, Bldg 100-B
Sacramento, CA 95816
Tel: 916.341.7760
Fax: 916.341.7767

SUBDIVISION MODIFICATIONS - EXHIBIT 2 OF 3
SUBDIVISION MODIFICATION NO. 3 - NON-STANDARD CENTERLINE RADIUS
GREENBRIAR - PHASE 2
CITY OF SACRAMENTO, CALIFORNIA
JANUARY 30, 2019

NOTES:
1) THERE IS ONE NON STANDARD CENTERLINE RADIUS LOCATED WITHIN THIS PROJECT.
2) THE RADIUS IN THIS LOCATION IS 140'.

LOCATION MAP

ENGINEER'S STAMP

WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
3301 C Street, Bldg 100-B
Sacramento, CA 95816
Tel: 916.341.7760
Fax: 916.341.7767

SUBDIVISION MODIFICATIONS - EXHIBIT 3 OF 3
4/11/2019

Garrett Norman, Associate Planner
City of Sacramento Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, California 95811

VIA EMAIL

RE: Greenbriar Phase 2 (P18-050)

Dear Mr. Norman:

We are pleased to hear that in response to our recommendations made in our February 26, 2019 letter the applicant has agreed to incorporate 8'-wide sidewalks on the street sections south of Meister Way identified as Modified Major Collector - Streets 1 & 34 Expanded Intersection @ Meister Road Entry on page 1 of the Tentative Subdivision Map. While it is better to separate pedestrians and bicyclists in most situations, we also want to maximize the safety of both modes.

We also appreciate the effort and responsiveness shown by Wood Rodgers, the City of Sacramento Department of Public Works and the applicant to address our concerns.

WALKSacramento is working to support increased physical activity such as walking and bicycling in local neighborhoods as well as helping to create community environments that support walking and bicycling. The benefits include improved physical fitness, less motor vehicle traffic congestion, better air quality, and a stronger sense of cohesion and safety in local neighborhoods.

Sincerely,

Chris Holm
Project Manager

cc: Nicholas Avdis, Thomas Law Group
April 11, 2019

Garrett Norman, Associate Planner
City of Sacramento Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, California 95811

Subject: Greenbriar Phase 2 (P18-050)

Dear Mr. Norman,

I’m writing on behalf of Sacramento Area Bicycle Advocates to offer some comments related to Greenbriar Phase 2. Our intent is not to request further changes to the project, but to highlight a broader policy question raised by the project.

We have had several meetings with the applicant, including for Phase 1, and we appreciate their willingness to discuss our observations and recommendations. We also appreciate the interest and responsiveness shown by you and other City of Sacramento staff and by Wood Rogers. We’re pleased to learn that the applicant will widen the sidewalks approaching the three intersections on Meister Way that carry north-south traffic, to help accommodate people on bikes. We’re also pleased to learn that the applicant will install a bike lane along Street 1 and Street 16, to provide a continuous bike route between Meister Way and the elementary school site.

As we noted in formal comments submitted in February, the compact size of Greenbriar Phase 2 is easily bikeable, provided there is comfortable, convenient accommodation on the streets. However, the project relies on a standard design for the three intersections on Meister Way that will create challenges for people on bikes. The four-foot bike lanes between the dedicated right turn lane and through lane at the intersection and the absence of continuous bike lanes north and south of the intersection represent the kind of traffic stressors that discourage many people from choosing to ride a bike.¹ (See attached photo.) Only those people who are confident enough to ride with traffic approaching the intersections and ride between two lanes of traffic at the intersections will feel comfortable with this design.

We encourage the City to revisit this standard design, especially as it seeks to increase bicycle ridership as one strategy for avoiding the worst effects of climate change. So long as the City relies on the standard design to be used along Meister Way, the conditions we have noted here will recur with all future projects where major collector streets intersect with arterial streets. The City’s standard intersection designs must align with the Bicycle Master Plan goal of creating connected networks of continuous, low-traffic-stress bike routes, so that we enable as many people as possible to choose a bike for everyday trips. We look forward to being part of that discussion.

In the meantime, thank you again for this opportunity to comment on Greenbriar Phase 2. Please feel welcome to contact me with questions or more information at policy@sacbike.org or 916-769-5865.

With respect,

Jim Brown
SABA Policy Consultant

City of Sacramento standard intersection design installed at Club Center Dr. and Natomas Blvd., two miles east of the Greenbriar site
VIA EMAIL

Garrett Norman, Associate Planner
City of Sacramento Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, California 95811

RE: Greenbriar Phase II (P18-050)

Dear Mr. Norman:

WALKSacramento has reviewed the project routing for Greenbriar Phase II (P18-050) and we offer the following comments. The project proposal includes many design elements that will support healthy transportation for future community members including local streets with detached sidewalks, paseos providing pedestrian connections, Class I bike paths in the freeway open space buffer corridors, sidewalks on the perimeter of the lake sections, many homes less than a five-minute walk from a park, mixed-use commercial land use next to the proposed light rail station, and a proposed neighborhood school.

WALKSacramento works to implement Safe Routes to School programming at schools across the Sacramento Region as a leading Safe Routes to School expert. We have supported over 100 local schools in 7 counties and helped jurisdictions secure grant funding for over $8,500,000 in infrastructure improvements. This work has benefited school children, parents and community members by supporting active transportation to schools and within the neighborhood. Too often, the street network and non-motorized facilities around schools were not built to allow safe and convenient walking and biking to neighborhood schools.

We recently noticed the designs for three intersections of Phase II streets (Streets 1 and 34)\(^1\) at Meister Way will not adequately support active transportation to the proposed school site from the future homes in the northern half of Greenbriar. The designs for Street 1 intersecting Meister Way at two locations and Street 34 at Meister Way replicate the City’s standard cross section for major collector expanded intersections within the turn lane and taper areas. While the design follows the City’s standard, we believe it will not work for most bicyclists during times of peak hour traffic and for children on bicycles at any time.

The expanded intersection design places a 4’-wide bike lane between a right turn lane and a through lane. The sidewalks and signalized intersections may suffice for those walking to school, but older elementary students that want to bike to school will not be safe using the 4’-bike lanes with auto traffic on both sides.

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\(^1\) This letter uses the street numbering found on Sheets 1 and 2 of the January 30, 2019 Tentative Subdivision Map. Please note the detail exhibits showing the intersection designs that were routed with the maps use different numbering. Street 1 on the TSM is Street 12 on the detail exhibits, and Street 34 on the TSM is Street 19 on the detail.
The bicycling environment is further degraded because Street 1 is a semi-circle on the south side of Meister Way, so the street is curved as it approaches Meister Way at both locations and it will be crucial for drivers and bicyclists to maintain their lanes position to avoid collisions. Although the wide travel lanes will provide some room for error, they will also promote higher speeds approaching the intersection and will cause more severe injuries or death if a collision occurs.

We expect that most of the morning car trips going to the school from north of Meister Way will use Street 1. Also, because the lake on Lot H diminishes connectivity, three-quarters of all cars leaving the Phase II area will likely use Street 1 (two signalized full intersections at Meister Way) or Street 3 (right-in/right out at Meister Way). The school-related trips and the commute trips leaving Greenbriar will combine to create a relatively significant amount of traffic on Street 1.

Unfortunately, bicyclists from most of the northern half of Greenbriar will have no alternative routes to Street 1 if they bike to school. The freeway open space buffer corridor bike path will add too much distance and take them away from the safety of "eyes on the street," Street 34 will not only be far out of the way but it has the same problem with the standard expanded intersection, and Street 3 doesn’t cross Meister Way.

With all of this in mind, we can expect that students that want to bike to school will either ride on the sidewalk or leave their bike at home and walk or be driven. The 5' detached and 5.83' attached sidewalks as specified in the City standard design will be adequate for children walking but not for combined walking and biking. If the school ultimately has middle school grades, then a greater number of students bicycling to school may be expected.

It’s important to design for all modes before the streets are built. In the future, the school district shouldn’t have to implement SRTS programs and the City shouldn’t have to reconstruct streets so that children can safely get to school on their own. Designing the streets to enable children and adults to walk and bike in their community can lead to better physical and emotional health, business prosperity and community sustainability.

Widening the sidewalks on both sides of the street would provide room for children to walk and ride. Where the sidewalk is detached, 8' should be adequate considering most bicyclists on the sidewalk will be elementary-school aged children. The attached sidewalk should be relocated so it’s detached and 8’ wide. If this can’t be accomplished and it must remain attached, then the width should be at least 10’. WALKSacramento recommends revising the intersection designs for Streets 1 and 34 at Meister Way by increasing the width of the 5' detached sidewalk to 8', changing the 5.83' attached sidewalk to an 8'-wide detached sidewalk, and adding bicycle ramps where appropriate.

Thank you for considering these comments. Please don’t hesitate to contact us if you have questions or would like to discuss these recommendations in greater detail with us.

Sincerely,

Chris Holm
Project Manager

cc: Stan Mette, Wood Rodgers
Nicholas Avdis, Thomas Law Group
Anis Ghabril, City of Sacramento Public Works
Jennifer Donlon Wyant, City of Sacramento Public Works
Jim Brown, Sacramento Area Bicycle Advocates
February 27, 2019

Garrett Norman, Associate Planner  
City of Sacramento Community Development Department  
300 Richards Boulevard, 3rd Floor  
Sacramento, California 95811

Subject: Greenbriar Phase II (P18-050)

Dear Mr. Norman,

I’m writing on behalf of Sacramento Area Bicycle Advocates with comments on Greenbriar Phase 2 (P18-050).

SABA seeks to improve the region’s quality of life by advocating for policies and plans that enable people to choose to ride a bike instead of drive for short trips. We pursue this mission in part by commenting on projects like this one to ensure that they safeguard and enable trips by bike by as many people as possible.

The size of Greenbriar Phase 2 is easily bikeable, provided there is comfortable, convenient accommodation on the streets, with the longest trips being about a mile between the northwest corner of Phase 1 and the elementary school site and between the southwest corner of Phase 2 and the shopping center site and community park site in Phase 1. The majority of Greenbriar residents will live within a half-mile of the future light rail station, a distance that most people can bike in about 6-8 minutes.

The importance of enabling residents to bike or walk will only increase as the City of Sacramento strives to meet rigorous greenhouse gas reduction targets for the region. For these reasons, the three intersections that allow north-south traffic across Meister Way must be designed to enable residents to easily and comfortably choose to bike or walk instead of drive.

We echo comments about Greenbriar Phase 2 submitted by WALKSacramento, especially concerns about the way the design of the intersections along Meister Way at both ends of Street 1 and also Street 34 will impact people traveling by bike, including children traveling by bike to and from the proposed elementary school site within Phase 2 as well as through Phase 1.

SABA supports the installation of bike lanes approaching Meister Way on Streets 1 and 34, however, the 4-foot width will feel uncomfortably narrow for many people on bikes during peak traffic hours and will be unsuitable for younger children traveling at any time. While these lanes meet minimum City, state and federal standards, a wider bike lane and/or painted buffering will provide more comfortable separation between people on bikes and vehicle traffic.

Younger children on bikes are not equipped to safely share the street with cars even where there are bike lanes, but are safest when riding on the sidewalk. Therefore, we support WALKSacramento’s recommendation for wider sidewalks on both sides of Street 1 and Street 34 at Meister Way, specifically 8’ detached sidewalks and 10’ for attached sidewalks that cannot be detached.

Due to the location and configuration of the lakes on Lots G and H, the absence of crossings over the Lot H lake, and the configuration of the lakes in Phase 1, Street 1 will carry most of the vehicle and bike traffic heading to and from the school site. Street 1 is projected to carry 7,000 ADT; according to the Facility Selection Guidelines contained in the City’s Bicycle Master Plan (page 41), a street with this traffic volume should have
Class II bike lanes. At minimum, Class II bike lanes on Street 1 should also continue down Street 16 to the school site, to create a continuous designated on-street route to accommodate older children.

Planning all these accommodations before the project is built will help to establish biking and walking as routine travel behaviors for residents from the outset. Retrofitting existing car-focused neighborhoods for biking and walking is not always feasible or successful, so please consider applying these recommendations to Greenbriar Phase 1.

Thank you for this opportunity to comment on this project. Please feel welcome to contact me with questions or more information at policy@sacbike.org or 916-769-5865.

With respect,

Jim Brown
SABA Policy Consultant

CC  Stan Mette, Wood Rodgers
    Nick Avdis, Thomas Law Group
    Anis Ghobril, City of Sacramento Public Works
    Jennifer Donlon Wyant, City of Sacramento Public Works
    Chris Holm, WALKSacramento
    Debra Banks, Sacramento Area Bicycle Advocates
Date: September 17, 2018

To: Ethan Meltzer  
Assistant Planner  
City of Sacramento

Subject: NNCC Comments on GreenBriar Map Changes (P18-050)

I am writing this letter on behalf of the North Natomas Community Coalition (NNCC). We are a community-based group consisting of residents from many HOAs and Community Associations in the North Natomas Area. Our goal is to analyze any new projects in our area and determine how they may or may not benefit our area.

At our September 12th meeting, NNCC discussed the above project with representatives of the applicant. Our group has formulated the following comments relating to the proposed changes to the project:

-We understand that project design changes are being requested that will eliminate alley-loaded dwellings and replace them with more traditional small-lot homes. We are in favor of this change, as our experience with the existing alley-loaded product in North Natomas has shown that absent driveways, these designs can lead to a lot of congestion from parked cars on adjacent streets. We understand that this design change will result in decreased density among the single family homes, which will be made up somewhat with an increase in multi-family. We are in support of this requested change.

We have some additional comments regarding the overall project that may not be immediately relevant to the proposed changes, but we felt were important to state anyway:

-We request to see elevations of homes and other elements of the project when available.
-We have some concerns with the eventual flyover at Meinster Way, and ask that the design of the connection on the E Commerce side be shared when available.
-We request that connectivity of the bike trail be added to the NorthEast commercial site, when design of that site begins.
-We are supportive of protected bike lanes as recently implemented in mid-town, and fine that Meinster way may be a great candidate for a similar design.
- We request that lighting and other CEPTED principles be utilized in the eventual tunnel under Meister way.

- North Natomas has expansive soils, and it is important that the developer design and construct their perimeter walls in accordance with this need. Several communities in North Natomas have experienced expensive wall failure resulting from under-engineered masonry walls.

Thank you for the opportunity to comment. We look forward to reviewing the project submittal for the changes made in furtherance of our comments above.

Sincerely,

Matt Stevens
Vice President, North Natomas Community Coalition (NNCC)
Date: August 13, 2018

To: Ethan Meltzer
   Assistant Planner
   City of Sacramento Community Development Department

Subject: NNCC Comments, Greenbriar project phase II changes (P18-050)

I am writing this letter on behalf of the North Natomas Community Coalition (NNCC), a community-based group consisting of residents from HOAs and Community Associations in the North Natomas Area. Our goal is to analyze any new projects in our area and determine how they may or may not benefit our area.

At our August 8, 2018 NNCC meeting, we discussed the requested changes for the Greenbriar phase II project. From our discussion, we offer the following comments:

- Since multiple changes have occurred to this project since the original 2015 plan, we are requesting an update presentation (with views, maps) from an applicant representative on the overall project with all changes combined. This presentation is tentatively scheduled for our 9/12/18 meeting.

- We may possibly have other comments after this review.

- The flyover road over State Route 99 (Meisner Way) appears very narrow on the landing end. Viewing the site where this flyover comes out onto East Commerce Way, the flyover width appears to be about the width of an alley. If automobiles are to use it, this could be a problem with bicycles, pedestrians and vehicular traffic (especially large trucks) all using it. If the flyover is a bicycle/pedestrian only road, then it is fine.

Thank you for the opportunity to comment on this proposal. Please contact me if you have any questions.

Sincerely,

Chris Paros

Chris Paros
President, North Natomas Community Coalition (NNCC)
Dear Mr. Meltzer:

Thank you for providing the routing package for Greenbriar Phase 2 to the Sacramento Metropolitan Air Quality Management District (Sac Metro Air District) for review. The project is a request for the following entitlements: General Plan Amendment, Rezone, PUD Schematic Plan Amendment, and a Tentative Map with deviations in order to modify a portion of the previously approved Greenbriar development. The proposed layout for Greenbriar Phase II includes 1,442 dwelling units, including 1,034 single-family homes and 408 multi-family units on 268.5 acres with mixed zoning and general plan designations within the Greenbriar Planned Unit Development (PUD). This project does not include any modifications to Phase 1 of Greenbriar. Sac Metro Air District staff comments on the project follow.

Project Consistency with Prior Zoning Administrator Approval

The Greenbriar Phase 1 Tentative Map Revision (Z18-096), approved by the Zoning Administrator on June 28, 2018, reduced by 127 the number of residential units in Phase 1. At the hearing, the applicant made several commitments which were recorded as advisory comments. These included:

The overall number of residential units will be substantially consistent with the number of units approved in the Greenbriar project (P111-093) approved by City Council in May 2017 (Resolution No. 2017-0214).

The current application increases the number of residential units in Phase 2 by 79, which is 48 fewer than the May 30, 2017 project approval.

The Sac Metro Air District recommends that the current application be revised so that the total Greenbriar project includes a minimum of 2,956 units, as approved on May 30, 2017.
Proximity to Interstate 5 and State Highway 99

The following Sac Metro Air District staff comments are intended to assist local land use jurisdictions in (1) assessing the potential increased cancer risk of siting projects with sensitive receptors near high volume roadways and railways; and (2) determining whether exposure reduction measures should be incorporated into the project.

Evidence exists associating short-term and long-term health effects with locating sensitive receptors near major roadways or rail lines. These include an increased exposure to carcinogens such as diesel particulate matter, organic gases, and fine particulate matter. In addition to carcinogens, roadway pollution may include fine particulates with metallic constituents, which are strongly associated with acute respiratory diseases and cardiovascular disease, including death from heart attack.1

At the project site, the Sac Metro Air District staff has modeled an increased cancer risk of 83.6 in a million.2 To protect future populations at the project site, we recommend consulting the Sac Metro Air District’s Mobile Sources Air Toxics Protocol. To reduce future residents’ exposure to diesel particulate matter, organic gases, and fine particulate matter, consider implementing the following measures as conditions of approval for this project:

- Install enhanced indoor air filtration. The filtration for the heating, ventilation and air conditioning systems (HVAC) should be certified by the American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) and equivalent to or greater than that provided by MERV 13 filters (as defined by ASHRAE standard 52.2). A licensed mechanical engineer, or an individual authorized by California Business and Professions Code Sections 6700-6799 to design mechanical ventilation systems, should be consulted. Building permit documents should incorporate all designs and details necessary for the construction of the enhanced ventilation system. The ventilation systems installed shall be properly maintained as specified by the manufacturer. A fixed notice shall be placed on the filter compartment door of each ventilation unit advising that MERV 13 (or greater) filters shall be used per local law.

- Include in the landscape plan one or more vegetative barriers to reduce future residents’ exposure to roadway air toxics. In 2008, a letter to the Sac Metro Air District from Tina Thomas of Remy, Thomas, Moose and Manley, LLP, who represented the applicant, indicated a commitment to plant fine-needled conifer trees in the buffer area between the freeway and proposed residences. However, in the ten years since this letter was written, the Sac Metro Air District has developed more refined guidance on the selection, planting, and maintenance of vegetative barriers to provide maximal support for public health. The Sac Metro Air District recommends that the City condition the project so that the mitigation is provided consistent with Sac Metro Air District’s Landscaping Guidance for Improving Air Quality near Roadways. The landscape plan shall include individual plant locations, species, approved alternate species for substitutions, plant material size and plant material

2 The cancer risk provided by the model indicates the additional risk to the background risk due to regional emissions of toxic air contaminants.
source. Landscape plans shall be approved by the City of Sacramento, Public Works Department, Urban Forestry Section prior to site preparation and installation activities.

Electric Vehicle and Electric Bicycle Charging Infrastructure
In 2017, the City of Sacramento Mayor Darrell Steinberg announced a Green City Initiative that includes the installation of electric vehicle charging infrastructure to promote the electrification of the transportation system in the City. In addition, Sacramento City’s General Plan Policy ER 6.1.13 encourages the use of infrastructure in residential development to accommodate electric vehicles. New construction is the least-expensive time to install infrastructure to support electric vehicles. In Greenbriar, the Sac Metro Air District recommends the installation of 220-volt (plugs) in all garages in single-family homes, minimum Level 2 charging infrastructure in multifamily complexes, and a DC fast-charger at either the commercial center or the light rail station.

Construction
All projects are subject to Sac Metro Air District rules at the time of construction. Specific rules that may relate to construction activities are attached. A complete listing of current rules is available at www.airquality.org or by calling 916-874-4800.

Thank you for your consideration of these comments. If you have any questions, please contact me at 916-874-4816 or tduarte@airquality.org.

Sincerely,

Teri Duarte, MPH
Planner/Analyst

Attachment
Cc: Paul Philley, Sac Metro Air District

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3 General Plan Policy ER 6.1.14 – Zero-Emission and Low-Emission Vehicle Use: The City shall encourage the use of zero-emission vehicles, low-emission vehicles, bicycles, and other non-motorized vehicles, and car-sharing programs by requiring sufficient and convenient infrastructure and parking facilities in residential developments and employment centers to accommodate these vehicles.
Attachment

Sac Metro Air District Rules & Regulations Statement (revised 6/2018)

The following statement is recommended as standard condition of approval or construction document language for all development projects within the Sacramento Metropolitan Air Quality Management District (Sac Metro Air District):

All projects are subject to Sac Metro Air District rules in effect at the time of construction. A complete listing of current rules is available at www.airquality.org or by calling 916-874-4800. Specific rules that may relate to construction activities or building design may include, but are not limited to:

**Rule 201: General Permit Requirements.** Any project that includes the use of equipment capable of releasing emissions to the atmosphere may require permit(s) from Sac Metro Air District prior to equipment operation. The applicant, developer, or operator of a project that includes an emergency generator, boiler, or heater should contact the Sac Metro Air District early to determine if a permit is required, and to begin the permit application process. Other general types of uses that require a permit include, but are not limited to, dry cleaners, gasoline stations, spray booths, and operations that generate airborne particulate emissions. Portable construction equipment (e.g. generators, compressors, pile drivers, lighting equipment, etc.) with an internal combustion engine over 50 horsepower is required to have a Sac Metro Air District permit or a California Air Resources Board portable equipment registration (PERP) (see Other Regulations below).

**Rule 402: Nuisance.** The developer or contractor is required to prevent dust or any emissions from onsite activities from causing injury, nuisance, or annoyance to the public.

**Rule 403: Fugitive Dust.** The developer or contractor is required to control dust emissions from earth moving activities, storage or any other construction activity to prevent airborne dust from leaving the project site.

**Rule 414: Water Heaters, Boilers and Process Heaters Rated Less Than 1,000,000 BTU PER Hour.** The developer or contractor is required to install water heaters (including residence water heaters), boilers or process heaters that comply with the emission limits specified in the rule.

**Rule 417: Wood Burning Appliances.** This rule prohibits the installation of any new, permanently installed, indoor or outdoor, uncontrolled fireplaces in new or existing developments.

**Rule 442: Architectural Coatings.** The developer or contractor is required to use coatings that comply with the volatile organic compound content limits specified in the rule.

**Rule 453: Cutback and Emulsified Asphalt Paving Materials.** This rule prohibits the use of certain types of cut back or emulsified asphalt for paving, road construction or road maintenance activities.
**Rule 460: Adhesives and Sealants.** The developer or contractor is required to use adhesives and sealants that comply with the volatile organic compound content limits specified in the rule.

**Rule 902: Asbestos.** The developer or contractor is required to notify the Sac Metro Air District of any regulated renovation or demolition activity. Rule 902 contains specific requirements for surveying, notification, removal, and disposal of asbestos containing material.

**Other Regulations (California Code of Regulations (CCR))**

**17 CCR, Division 3, Chapter 1, Subchapter 7.5, §93105 Naturally Occurring Asbestos:** The developer or contractor is required to notify the Sac Metro Air District of earth moving projects, greater than 1 acre in size in areas “Moderately Likely to Contain Asbestos” within eastern Sacramento County. The developer or contractor is required to comply with specific requirements for surveying, notification, and handling soil that contains naturally occurring asbestos.

**13 CCR, Division 3, Chapter 9, Article 5, Portable Equipment Registration Program:** The developer or contractor is required to comply with all registration and operational requirements of the portable equipment registration program such as recordkeeping and notification.

**13 CCR, Division 3, Chapter 9, Article 4.8, §2449(d)(2) and 13 CCR, Division 3, Chapter 10, Article 1, §2485 regarding Anti-Idling:** Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes. These apply to diesel powered off-road equipment and on-road vehicles, respectively.