

APPENDIX F

Delta Shores Air Quality Management Plan

DELTA SHORES

Air Quality Management Plan

August 25, 2008

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The remaining portion of the Delta Shores project will be set aside for utilities and roadway construction. Table I-1 provides a breakdown of land uses and acreage for the proposed project.

Table I-1 Delta Shores - Land Use		
Land Use	Acres	Percent of Total Acreage
Residential		
Low Density Residential (4-7 du/ac)	136.89	17.50%
Medium Density (8-14 du/ac)	178.04	22.76%
High Density (15-22 du/ac)	64.36	8.23%
Mixed-Use (23-29 du/ac)	19.93	2.55%
Subtotal	399.58	
Commercial		
Regional Center	121.90	15.59%
Neighborhood Commercial	5.50	0.70%
Subtotal	127.4	
Parks/Open Space/Schools		
Community Park	26.64	3.41%
Neighborhood Park	31.56	4.04%
Mini Parks	3.08	0.39%
Detention	26.85	3.43%
Open Space & Wetlands	55.83	7.14%
Schools (2 Elementary Schools)	19.90	2.54%
Community Center (Private)	2.60	0.33%
Subtotal	139.18	
Infrastructure		
Backbone Circulation & Utilities	84.45	10.80
Subtotal	84.45	
Total	782.13	

The strong mix of land uses in the project as a whole are complimented by a well thought out and integrated circulation network that promotes pedestrian, bicycle, and vehicular connectivity. From a modified traditional grid street network to the inclusion of pedestrian bridges at key locations to eliminate barriers to walkability, the Delta Shores project has been developed to provide tangible design features that will reduce the reliance on vehicular travel and improve the overall air quality benefits for the project and the region as a whole.

Finally, consistent with the goals of the Air Quality Management District, the Delta Shores project is committed to long term operational measures, including participation in transportation management organizations, to further ensure that the project is a long term benefit to the region's air quality.

II. Executive Summary Tables

The following executive summary table identifies the air quality mitigation measures associated with the Delta Shores project. In addition, the executive summary table identifies the total mitigation points achieved by the project.

Delta Shores - AQMP - Executive Summary Table

Measure #	Title	Use	Description	Mitigation Points	
				Possible	Achieved
<i>Bicycle/Pedestrian/Transit Measures</i>					
1	Bike parking	C,M	Non-residential projects provide plentiful short-term and long-term bicycle parking facilities to meet peak season maximum demand	0.625	0.175
2	End of trip facilities	C,M	Non-residential projects provide "end-of-trip" facilities including showers, lockers, and changing space	0.625	0.175
3	Bike parking at multi-unit residential	R	Long-term bicycle parking is provided at apartment complexes or condominiums without garages	0.625	0.45
4	Proximity to bike path/bike lanes	R,C, M	Entire project is located within 1/2 mile of an existing Class I or Class II bike lane and project design includes a comparable network that connects the project uses to the existing offsite facility	0.625	0.625

5	Pedestrian network	R,C, M	The project provides a pedestrian access network that internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the project site.	1.0	1.0
6	Pedestrian barriers minimized	R,C, M	Site design and building placement minimize barriers to pedestrian access and interconnectivity. Physical barriers such as walls, berms, landscaping, and slopes between residential and non-residential uses that impede bicycle or pedestrian circulation are eliminated	1.0	1.0
7	Bus shelter for existing transit service	R,C, M	Bus or Streetcar service provides headways of one hour or less for stops within 1/4 mile; project provides safe and convenient bicycle/pedestrian access to transit stop(s) and provides essential transit stop improvements (i.e., shelters, route information, benches, and lighting).	0.5	0.25
9	Traffic calming	R,C, M	Project design includes pedestrian/bicycle safety and traffic calming measures in excess of jurisdiction requirements. Roadways are designed to reduce motor vehicle speeds and encourage pedestrian and bicycle trips by featuring traffic calming features.	0.25-1.0	0.75
Parking Measures					
13	Pedestrian pathway through parking	R,C, M	Provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances	0.5	0.5
14	Off street parking	R,C, M	Parking facilities are not adjacent to street frontage	0.1-1.5	0.5
Site Design Measures					
17	Orientation toward planned transit, bikeway, or pedestrian corridor	R,C, M	Project is oriented towards planned transit, bicycle, or pedestrian corridor. Setback distance is minimized	0.25	0.25
18	Residential density	R	Project provides high-density residential development	1.0-12	2.52

21	Affordable housing component	R	Residential development projects of 5 or more dwelling units provide a deed-restricted low-income housing component on-site (as defined in Ch 22.35 of Sacramento County Ordinance Code) [Developers who pay into In-Lieu Fee Programs are not considered eligible to receive credit for this measure]	0.6-4.0	.432
Mixed-use Measures					
23	Suburban mixed-use	R,C, M	Have at least three of the following on site and/or offsite within ¼ mile: Residential Development, Retail Development, Park, Open Space, or Office	3.0	3.0
Building Component Measures					
25	No fireplace	R	Project does not feature fireplaces or wood burning stoves	1.0	0.72
31	Non-roof surfaces	R,C, M	Provide shade (within 5 years) and/or use light-colored/high-albedo materials (reflectance of at least 0.3) and/or open grid pavement for at least 30% of the site's non-roof impervious surfaces, including parking lots, walkways, plazas, etc.; OR place a minimum of 50% of parking spaces underground or covered by structured parking; OR use an open-grid pavement system (less than 50% impervious) for a minimum of 50% of the parking lot area. Unshaded parking lot areas, driveways, fire lanes, and other paved areas have a minimum albedo of .3 or greater	1.0	1.0
TDM and Misc. Measures					
33	Transportation Management Association membership	R,C, M	Include permanent TMA membership and funding requirement. Funding to be provided by Community Facilities District or County Service Area or other non-revocable funding mechanism.	5.0	5.0
Total					18.347

III. Air Quality Measures

a. Bicycle/Pedestrian/Transit Measures

M1. **Non-residential projects provide plentiful short-term and long-term bicycle parking facilities to meet peak season maximum demand.**

Points Possible = 0.625 Achieved = 0.175

A key element of the Delta Shores project is the inclusion of a regional serving commercial “Village Center” and a community serving commercial “Town Center.” These strong commercial nodes, which anchor the project on its eastern and western terminuses, have been designed with strong trail linkages that encourage bicycle use.

A significant component of an effective trails plan is the inclusion of adequate facilities to ensure safe and convenient long-term and short-term bicycle parking at destination locations.

Consistent with the SMAQMD recommended guidance and with the City of Sacramento’s Zoning Code, the Village and Town Center retail areas of the Delta Shores project will include long-term parking facilities (Figure 2) at a ratio one (1) bicycle storage space per twenty (20) vehicle parking spaces. In addition, to provide short-term bicycle parking facilities (Figure 3), the Village and Town Centers will also include short-term bicycle parking spaces at a ratio of one (1) bike space per twenty (20) vehicular parking space.

Although the location of individual parking facilities have not been identified at this time, the Village and Town Centers will be designed to provide convenient bicycle parking locations in strategic areas to provide maximum effective use.

Implementation of this measure will ensure that the commercial portions of the Delta Shores project provide sufficient long and short term bicycle parking to meet the anticipated peak season demand.



Figure 2: Long term Bike Facilities



Figure 3: Short term Bike Facilities

M2. Non-residential projects provide “end-of-trip” facilities including showers, lockers, and changing space.

Points Possible = 0.625 Achieved = 0.175

To ensure the viable use of long-term bicycle parking by retail employees and to truly encourage bicycling as a viable alternative transportation mode, design of the Village and Town Center portions of the project will also include “end-of-trip” facilities including showers, lockers and changing space.

Employee intensities shall be determined at the time of project specific development and the number and type of facilities shall be incorporated into the project based on the ratio identified in Table II-2 below.

Table II-2 Delta Shores – End of Trip Facilities			
Employee Parking Spaces	Changing Areas	Showers	Clothes Lockers
80	1	1	4

It is anticipated that the Village and Town Center area will include several employee intensive retail tenants. In the event an individual retail users total employee parking demand exceeds 160 total employee parking spaces, then the total required end of trip facilities provided shall be evenly divided for gender specific use.

Implementation of this measure shall ensure that the Delta Shores project provides sufficient end-of-trip facilities to support the project’s overall bicycle transit goals.

M3. Long-term bicycle parking is provided at apartment complexes or condominiums without garages.

Points Possible = 0.625 Achieved = 0.45

Delta Shores is proposed as a master planned community with a maximum anticipated residential build out of approximately 5,092 total units. The type and tenure of these units have not been established at this time. However, it is anticipated that the residential portion of the project will include a variety of multi-family rental and condominium units.

Although, given market conditions, the vast majority of these multi-family units will include garages with ample bicycle storage, there is a potential that some multi-family units will be developed without enclosed garages.

In these circumstances, multi-family builders within the Delta Shores project shall be required to provide one (1) long-term bicycle parking facility for each multi-family residential unit that does not include a garage or storage unit.

To satisfy this measure, long-term bicycle parking requirements may be provided in any of the following three manners and shall be at the discretion of the multi-family builder at the time of development.

- A bicycle locker;
- A locked room with standard racks and access limited to bicyclists only; or
- A standard rack in a location that is staffed and/or monitored by video surveillance 24 hours a day.

Implementation of this measure will ensure that adequate bicycle facilities are provided for all multi-family residential units contained within the community of Delta Shores.

M4. Entire project is located within 1/2 mile of an existing Class I or Class II bike lane and project design includes a comparable network that connects the project uses to the existing offsite facility.

Points Possible = 0.625 Achieved = 0.625

The Delta Shores project incorporates a comprehensive trails plan that will provide an integrated network of on-street and off-street trails.

Given the comprehensive nature of this trails plan, when fully developed, the entire project will be located within ½ mile of an existing Class I or Class II bike lane. In addition to providing access to all portions of the project site, the Delta Shores trails have also been designed to connect to existing off-site facilities located north, east and west of the project boundaries.

The Delta Shores trail infrastructure is identified in Figure 4 below and includes both Class I and Class II bike lanes.

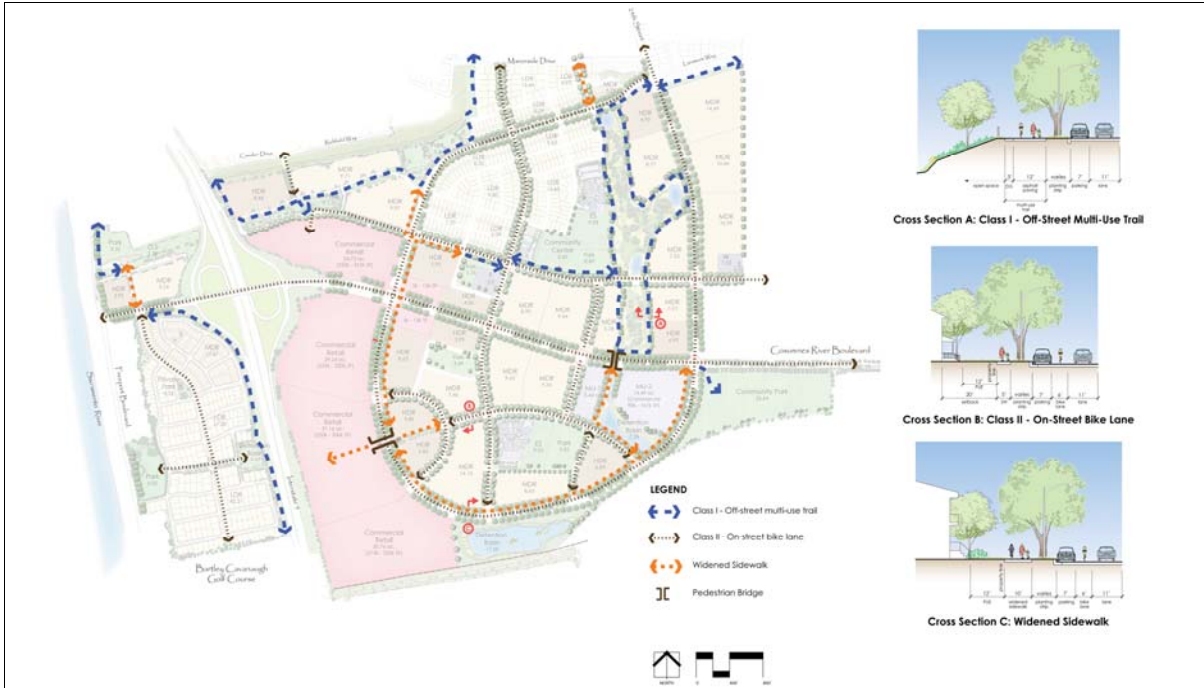


Figure 4: Trails Plan

For the purposes of implementation of this measure, existing facilities are defined as trails that are physically constructed and available for use prior to issuance of occupancy permits for the first 20% of the projects residential units thus ensuring that the entire project is located within ½ mile of an existing Class I or II bicycle lane and integrates with existing off-site facilities

- M5. The project provides a pedestrian access network that internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the project site.**

Points Possible = 1.0 Achieved = 1.0

The Delta Shores project also incorporates a comprehensive pedestrian circulation network that provides safe and convenient access to the entire project as well as integrates into the existing off-site pedestrian network in the areas north, east and west of the projects boundaries.

Developed consistent with the City of Sacramento’s “Pedestrian Friendly Street Standards”, the project includes separated sidewalks on all major and minor roadways with a minimum sidewalk width of five (5) feet with wider sidewalk sections in many portions of the project including along Cosumnes River Boulevard, which bisects the project east to west. In addition to sidewalk widths, the project roadway design includes vertical curbs and enhanced pedestrian nodes at major intersections.



Figure 5: Street Types and Locations

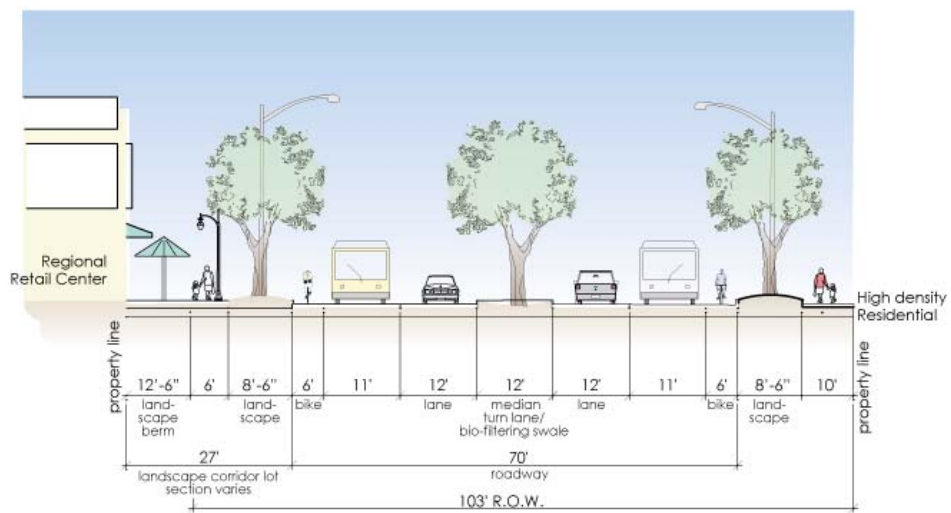
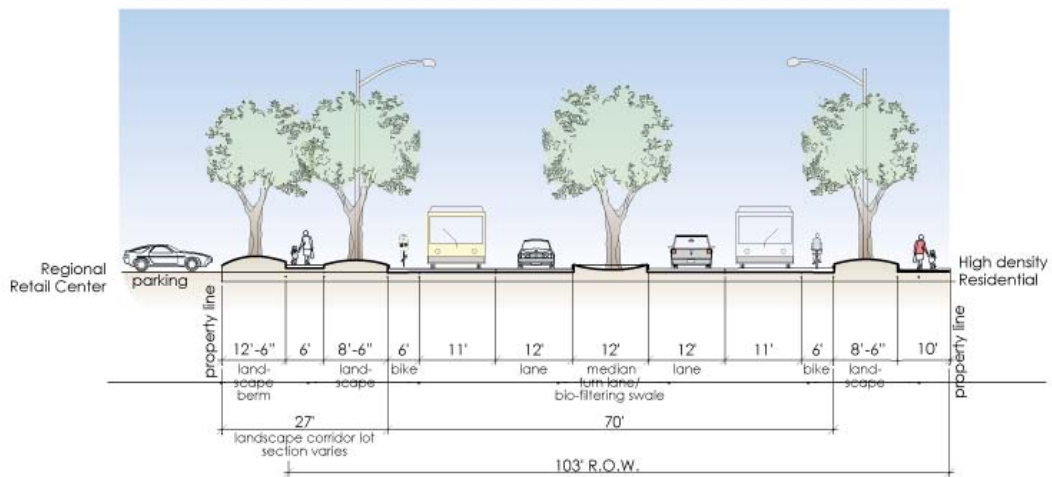
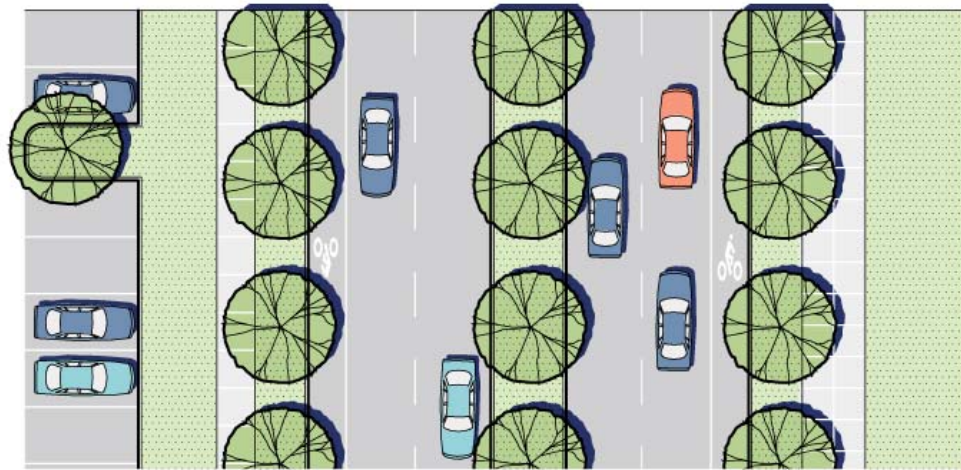


Figure 6: Delta Shores Circle North and South (adjacent regional retail)

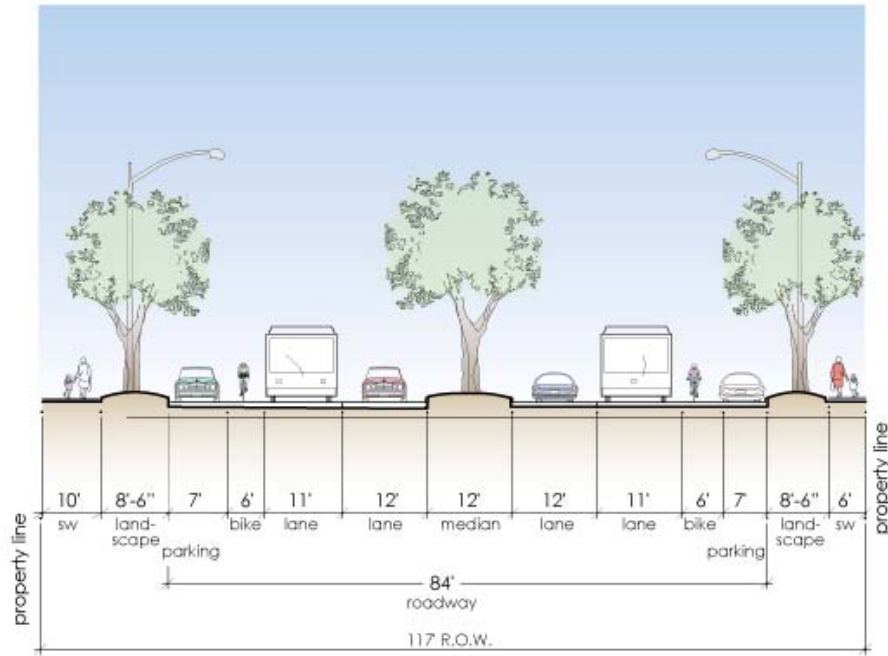
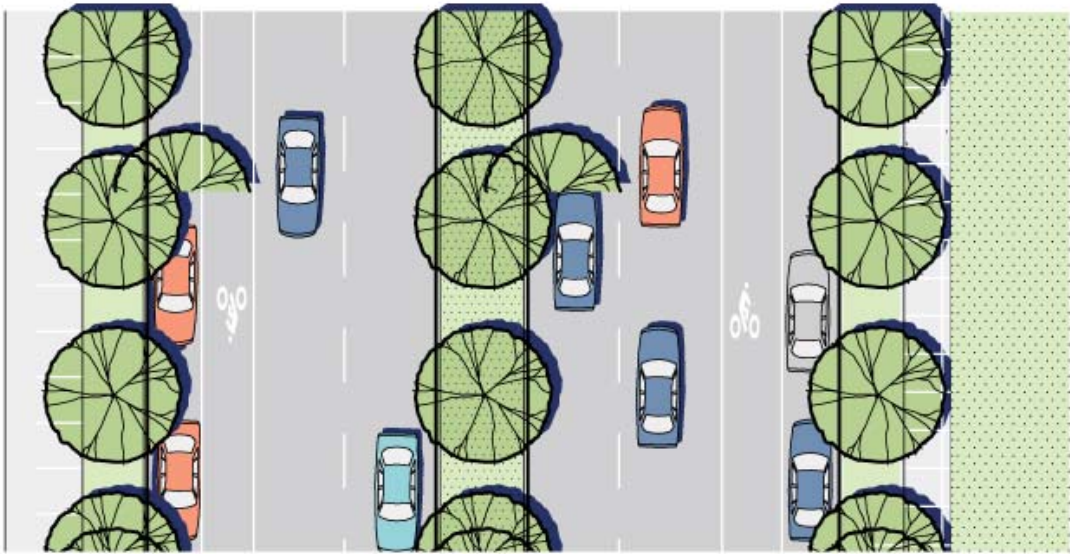


Figure 7: Delta Shores Circle South (adjacent MDR)

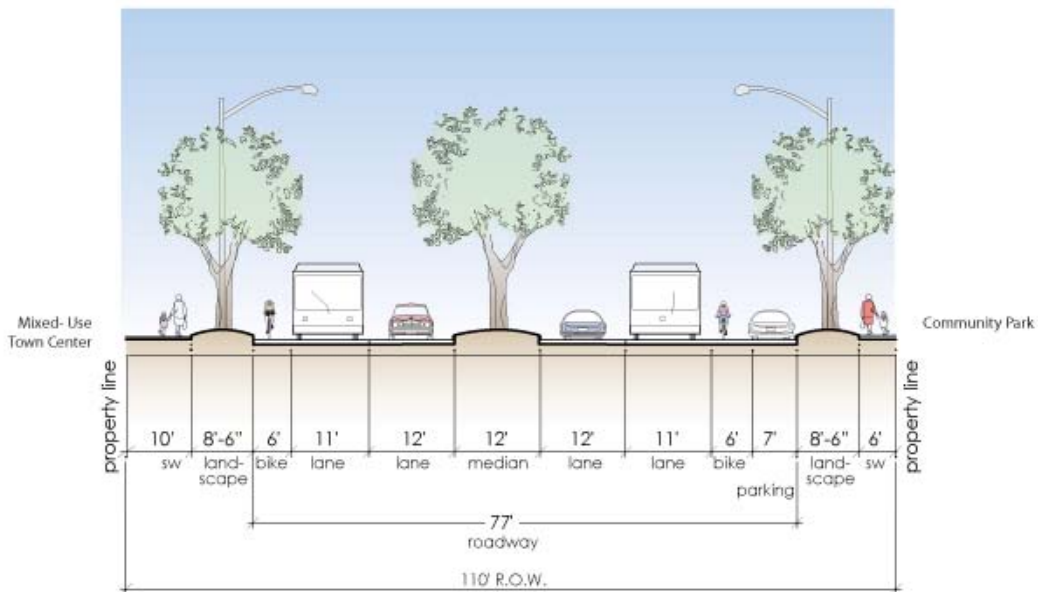
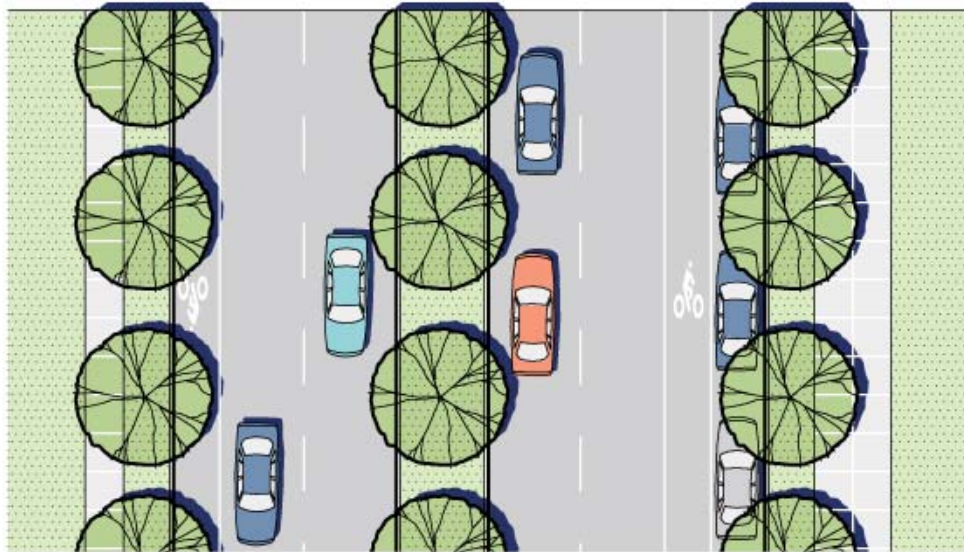


Figure 8: Delta Shores Circle South (adjacent Town Center)

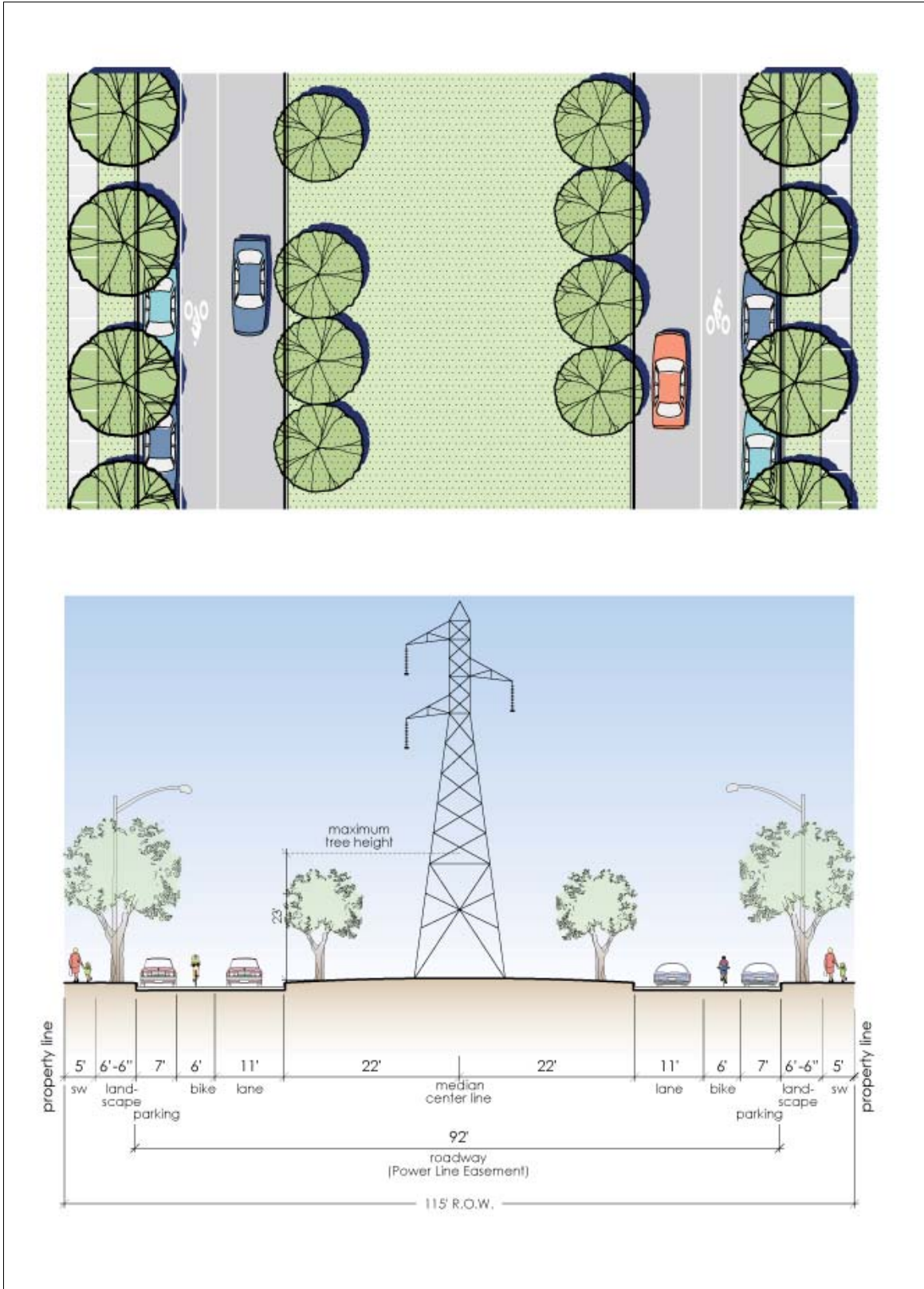


Figure 9: Delta Shores Circle North (adjacent power line easement)

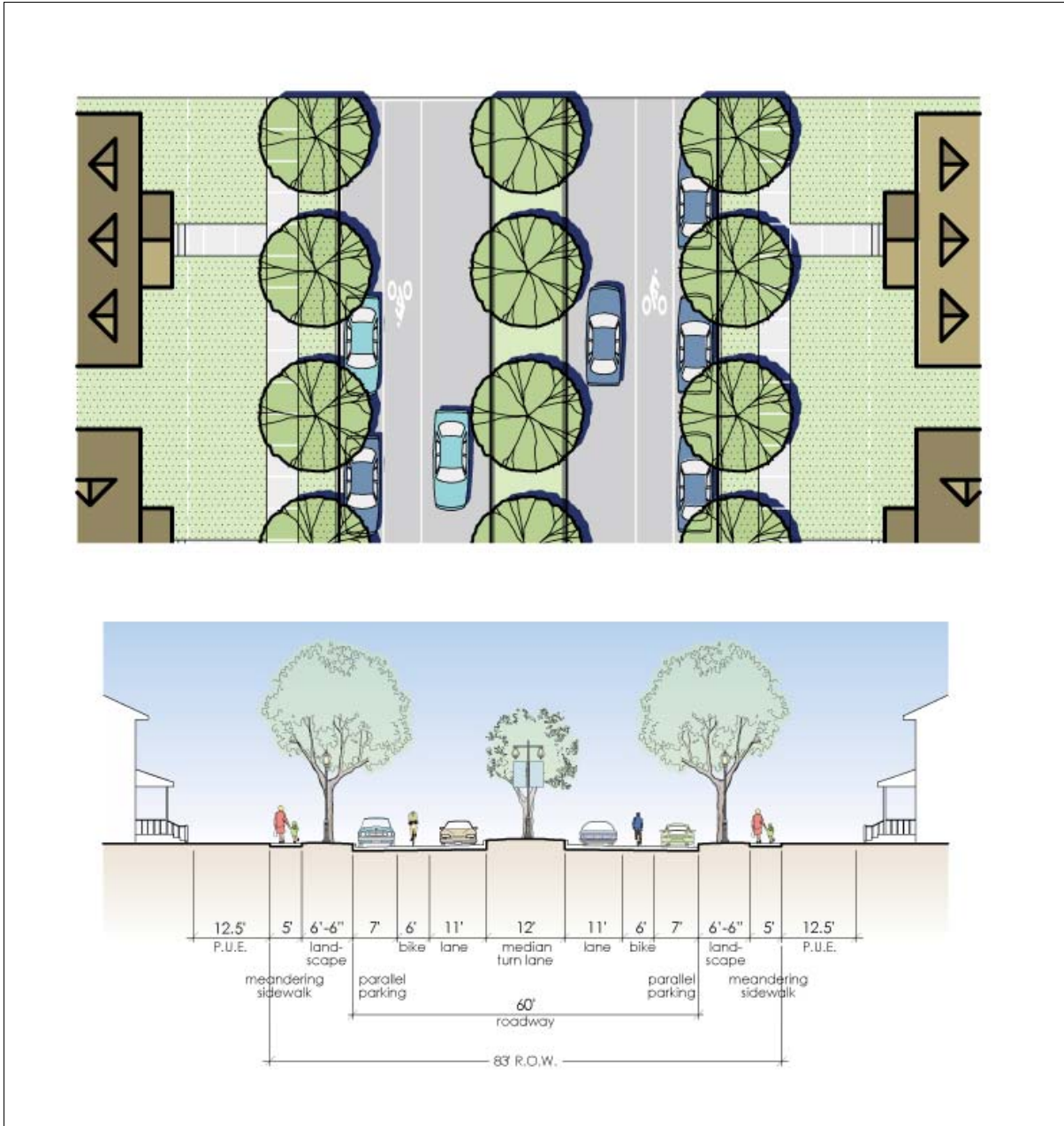


Figure 10: Promenade

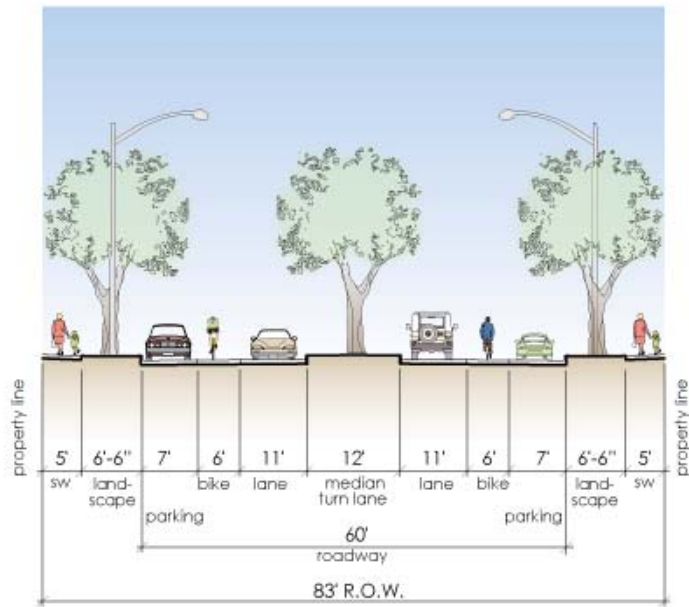
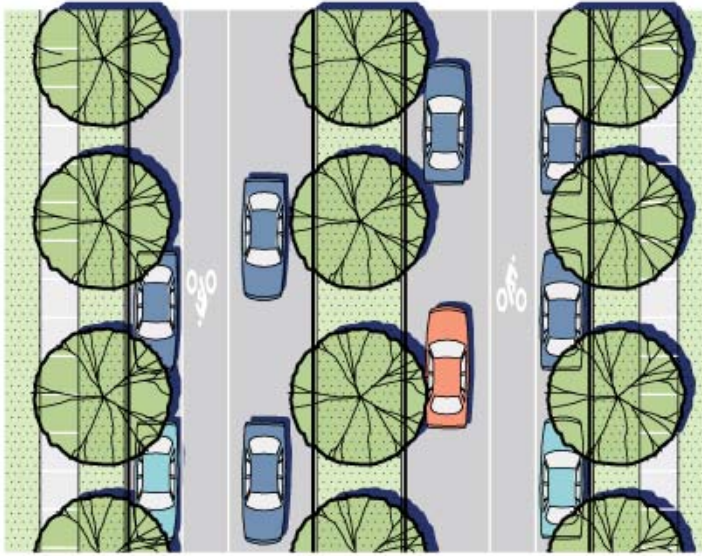


Figure 11: Residential Collector

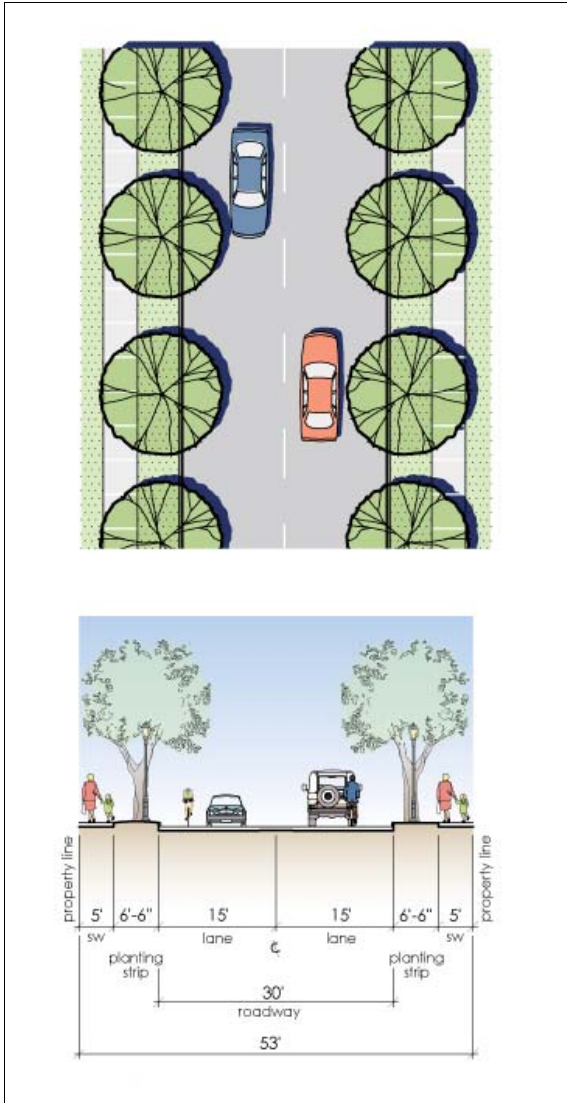


Figure 12: Residential Local Street

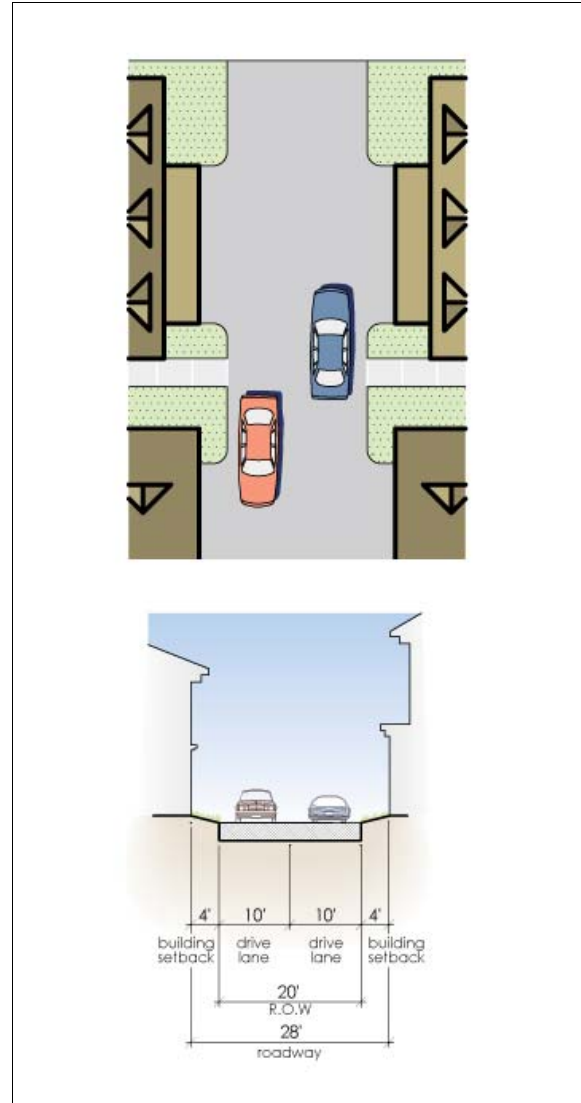


Figure 13: Alley

The trails plan noted above is also designed to be accessible and available to pedestrians and, as a result, provides even greater connectivity throughout the plan.

To further reduce pedestrian and vehicular conflicts and to promote safe pedestrian environments, the project incorporates two (2) pedestrian bridges. The first spans Cosumnes River Boulevard and provides pedestrian access to the Town Center retail area. (Figure 14) The second is located between the pedestrian core of the Village Center and a high density residential node located on the east side of Delta Shores Loop Road. (Figure 15)

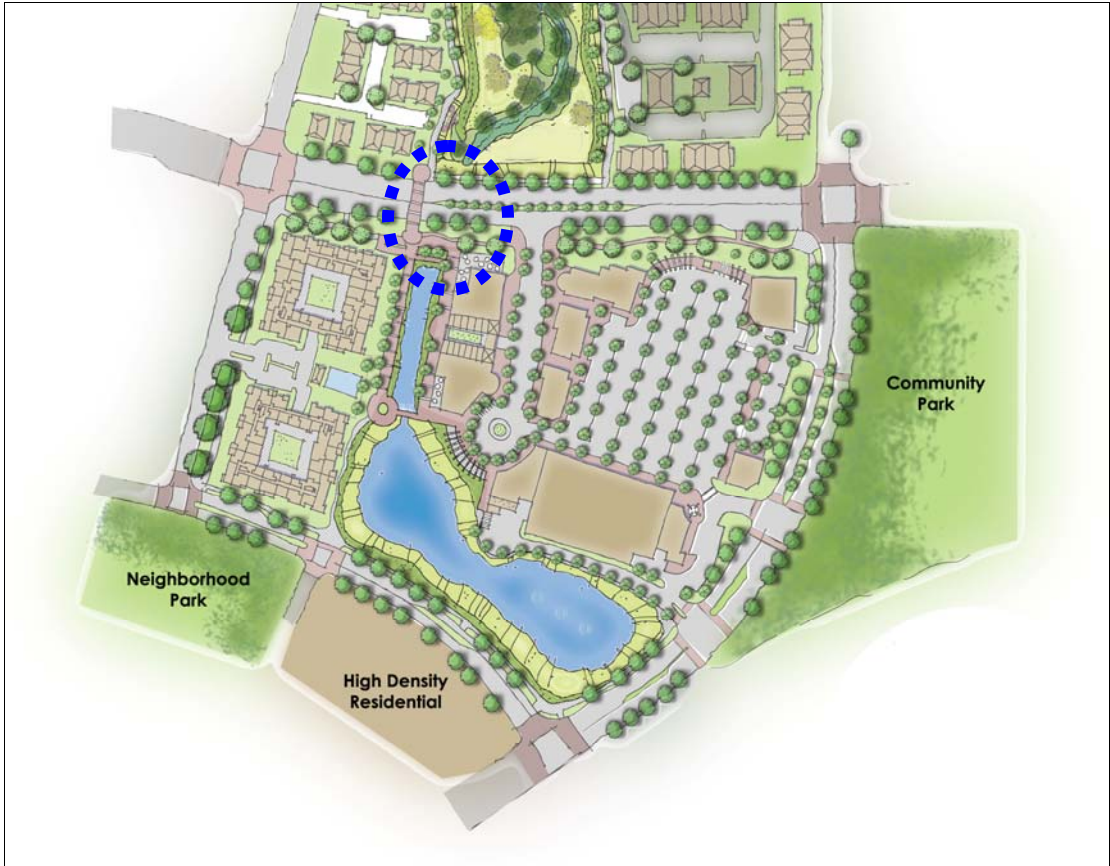


Figure 14: CRB Pedestrian Bridge



Figure 15: DSL Pedestrian Bridge

As with the above measure, for the purposes of implementation, existing facilities are defined as trails that are physically constructed and available for use prior to issuance of occupancy permits for the first 20% of the projects residential units and will ensure the availability of a viable on and off-site pedestrian circulation network.



- M6. Site design and building placement minimize barriers to pedestrian access and interconnectivity. Physical barriers such as walls, berms, landscaping, and slopes between residential and non-residential uses that impede bicycle or pedestrian circulation are eliminated**

Points Possible = 1.0 Achieved = 1.0

As noted in Measure 5 above, the Delta Shores project has been specifically designed to reduce or eliminate barriers to pedestrian access and interconnectivity between the project residential and non-residential uses.

In addition to the dedicated pedestrian bridges connecting the residential portions of the project to the Village and Town Center retail areas, the project's overall trails plan has been designed to provide direct pedestrian access to schools, parks and other community oriented facilities. In most circumstances this access is situated in an off-street trail to further eliminate barriers to pedestrian connectivity.

Taken together, the project's pedestrian circulation features and site design ensure that there will be minimal barriers to pedestrian connectivity between the project's residential and non-residential land uses.

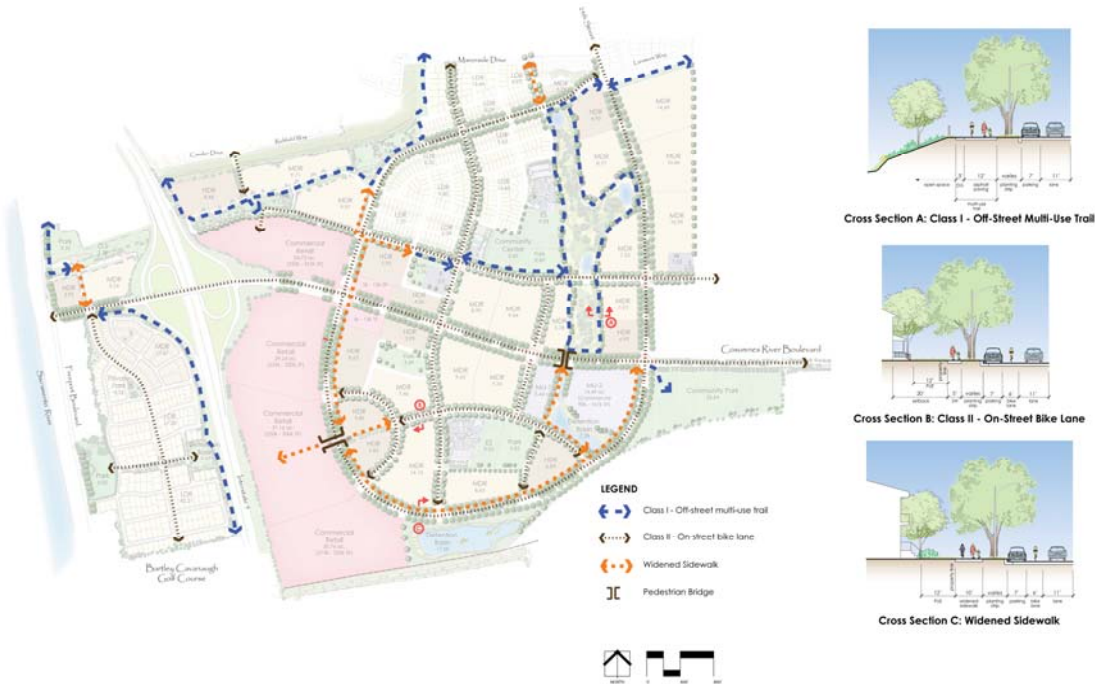


Figure 16: Pedestrian Trails Plan

- M7. Bus or Streetcar service provides headways of one hour or less for stops within 1/4 mile; project provides safe and convenient bicycle/pedestrian access to transit stop(s) and provides essential transit stop improvements (i.e., shelters, route information, benches, and lighting).**

Points Possible = 0.5 Achieved = 0.25

As an undeveloped parcel, the property associated with this project is not currently identified for bus service within Sacramento Regional Transit’s service area.

However, with approximately 5,092 total residential units, almost 1.3 million square feet of new retail development and the City’s concurrent extension of Cosumnes River Boulevard from Franklin to Freeport, it is anticipated that connecting bus service will be extended to the Delta Shores project by Regional Transit.

Moreover, given the size and magnitude of the development it anticipated that that service will reasonably be provided with 30 minute headways along both Cosumnes River Boulevard and Delta Shores Loop Road. This transit configuration will ensure ¼ mile transit access to the entire project site.

In conjunction with the ultimate and anticipated provision of bus service to the project, appropriate provision has been made for the inclusion of any necessary transit stop amenities including bus stops, bus shelters, benches and all necessary lighting.

Together, implementation of this measure will ensure that bus service will be provided to the project.

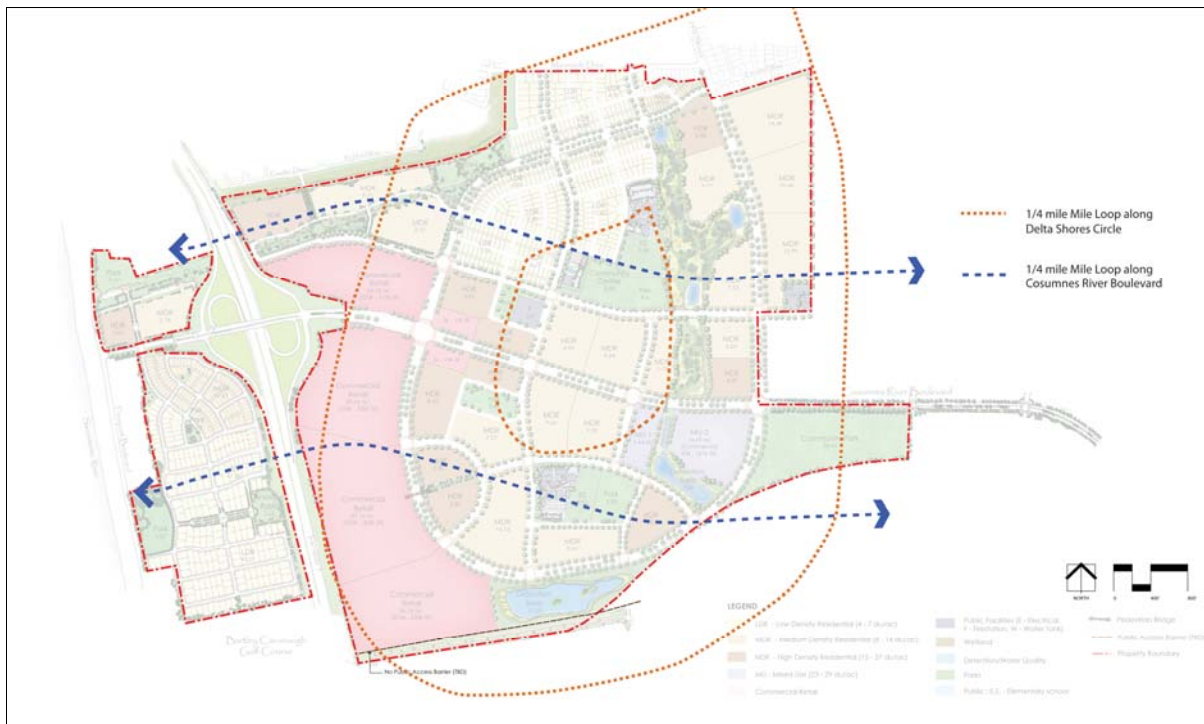


Figure 17: Transit Service

M9. Project design includes pedestrian/bicycle safety and traffic calming measures in excess of jurisdiction requirements. Roadways are designed to reduce motor vehicle speeds and encourage pedestrian and bicycle trips by featuring traffic calming features.

Points Possible = 0.25 – 1.0 Achieved = 0.75

As has been noted throughout the preceding measures, the Delta Shores project includes a wide array of pedestrian and bicycle safety measures that are beyond the scope of the City of Sacramento’s Zoning Code.

The project includes two (2) pedestrian bridges to improve pedestrian safety and connectivity to the project’s key retail destinations. These bridges are well beyond the City’s normal requirements. In addition to providing roadway segments that are consistent with the City’s Pedestrian Friendly Street Standards, the project is also enhancing sidewalk widths in key locations to provide enhanced pedestrian safety along major roadways. The project will also be incorporating enhanced intersection designs that include pedestrian refuges and enhanced paving treatments that are beyond the City’s minimum standards.

From a bicycle safety perspective, the project is providing an off-street trails network that is significantly in excess of the City’s 2010 Bikeway Master Plan. These additional trails

were specifically included in the project to provide a greater level of bicycle safety and connectivity beyond that anticipated by the City’s own regulatory requirements.

As individual neighborhoods are developed within the residential portions of Delta Shores, it is further anticipated that neighborhood traffic calming features will be incorporated into the projects overall design including, but not limited to traffic circles, speed humps, and enhanced intersections. As these portions of the plan develop, they shall be required to provide intersection and street improvements in any combination that meets the 0.75 standard noted in Table III-3 below.

Table III-3					
		Percentage of Streets with Improvements			
		25%	50%	75%	100%
Percentage of Intersection with Improvements	25%	0.25	0.25	0.5	0.5
	50%	0.25	0.5	0.5	0.75
	75%	0.5	0.5	0.75	0.75
	100%	0.5	0.75	0.75	1.0

Therefore, as a whole, the Delta Shores project has been designed to not only meet, but to exceed the City’s standards for minimum pedestrian and bicycle safety.



b. Parking Measures

M13. Provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances.

Points Possible = 0.5 Achieved = 0.5

The Delta Shores project is strongly supportive of the use of alternative modes, including transit. As such, site specific project development of the commercial and retail components of the project will include parking lot designs that provide marked and shaded access between transit facilities and building entrances.

As identified in the conceptual retail land plan, both the Village and Town Center retail areas will have shaded pathways specifically marked with enhanced paving between the retail storefronts and the transit facilities located adjacent to these centers. (Figure 18)



Figure 18: Conceptual Retail and Mixed-Use Town Center Plans

For the residential portions of the project, it is only anticipated that multi-family housing areas will include on-site parking fields. As these areas have been designed or developed at this time, the PUD Guidelines associated with the Delta Shores project include specific provisions requiring shaded and marked pedestrian pathways to transit facilities located adjacent to these future multi-family developments.

With implementation of the conceptual retail land plan and imposition of the multi-family development standards contained in the Delta Shores PUD Guidelines, the project will provide the necessary pedestrian pathways to satisfy this measure.



Figure 19: Pedestrian Connections

M14. Parking facilities are not adjacent to street frontage.

Points Possible = 0.1 – 1.5 Achieved = 0.5

As a master planned community, the Delta Shores project is anticipated to develop with a wide variety of land uses that range from low density residential to mixed use retail. As an overall goal, the project has been designed to reduce the potential for less desirable parking interfaces.

As identified on the conceptual retail land use plan, the Village and Town Center have been designed with building orientations that screen the parking areas from the adjacent roadway network. In addition, the retail portions of the project have been designed with enhanced landscaped setbacks to encourage viable pedestrian use of the pedestrian features of the adjacent street sections.

The Delta Shores PUD Guidelines have similar measures to address parking interfaces throughout the project's residential components. Consistent with smart growth principals, the PUD Guidelines require single-family garage orientations that deemphasize the garage as the dominant structural element of individual house design through a variety of alternatives including side-on, recessed, or detached garages.

Similar to the projects commercial areas, the Delta Shores PUD Guidelines also provide that multi-family residential developments within the project include building orientation that screen on-site parking areas from the adjacent roadway network.

Implementation of the conceptual retail land use plan and the Delta Shores PUD Guidelines will ensure that parking fields within the project are adequately screened.

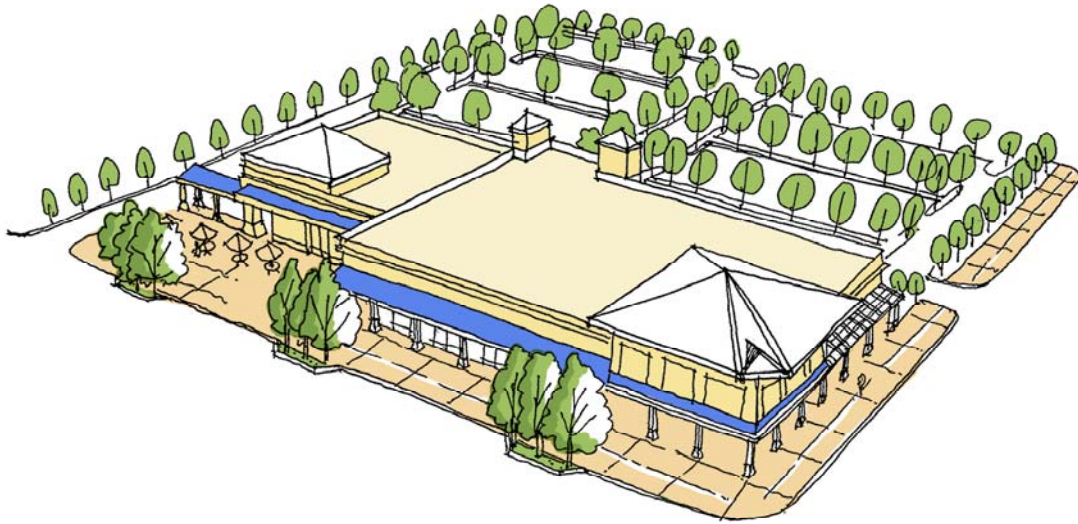


Figure 20: Parking behind the building.

c. Site Design Measures

M17. Project is oriented towards planned transit, bicycle, or pedestrian corridor. Setback distance is minimized.

Points Possible = 0.25 Achieved = 0.25

The Delta Shores project has been designed with significant orientation towards planned transit, bicycle, and pedestrian corridors and, in many cases, exceeds the level of connectivity anticipated in those planned features. In addition, the Delta Shores project encourages appropriate setbacks and building orientations that are supportive of transit, bicycle, and pedestrian corridors.

The Regional Transit Master Plan identifies the South Line Phase II Light Rail extension with the construction of an anticipated light rail station on the property immediately adjacent to the Delta Shores project. As such, the project's Town Center has been located within ½ mile of this future light rail station.

The project also meets the City of Sacramento's 2010 Bikeway Master Plan and, in fact, provides bicycle connectivity and orientation in excess of the Bikeway Master Plans requirements.

Finally, the project includes a comprehensive pedestrian network that incorporates multi-use trail corridors and integrated pedestrian bridges.

Against this substantial circulation network, the project's land plan has been developed to access and enhance the use of alternative modes throughout the project site. The highest density of development has been oriented towards adjacent transportation corridors and "destination" land uses have been located at important transportation nodes or at the terminus of planned transportation corridors. In addition, the PUD Guidelines also strongly encourage building orientations and entry designs that take maximum use of these important corridors.

Therefore, as outlined in above, implementation of this measure will result in a project that is oriented toward planned transportation corridors with appropriate building orientations and setback to provide maximum use of these planned facilities.

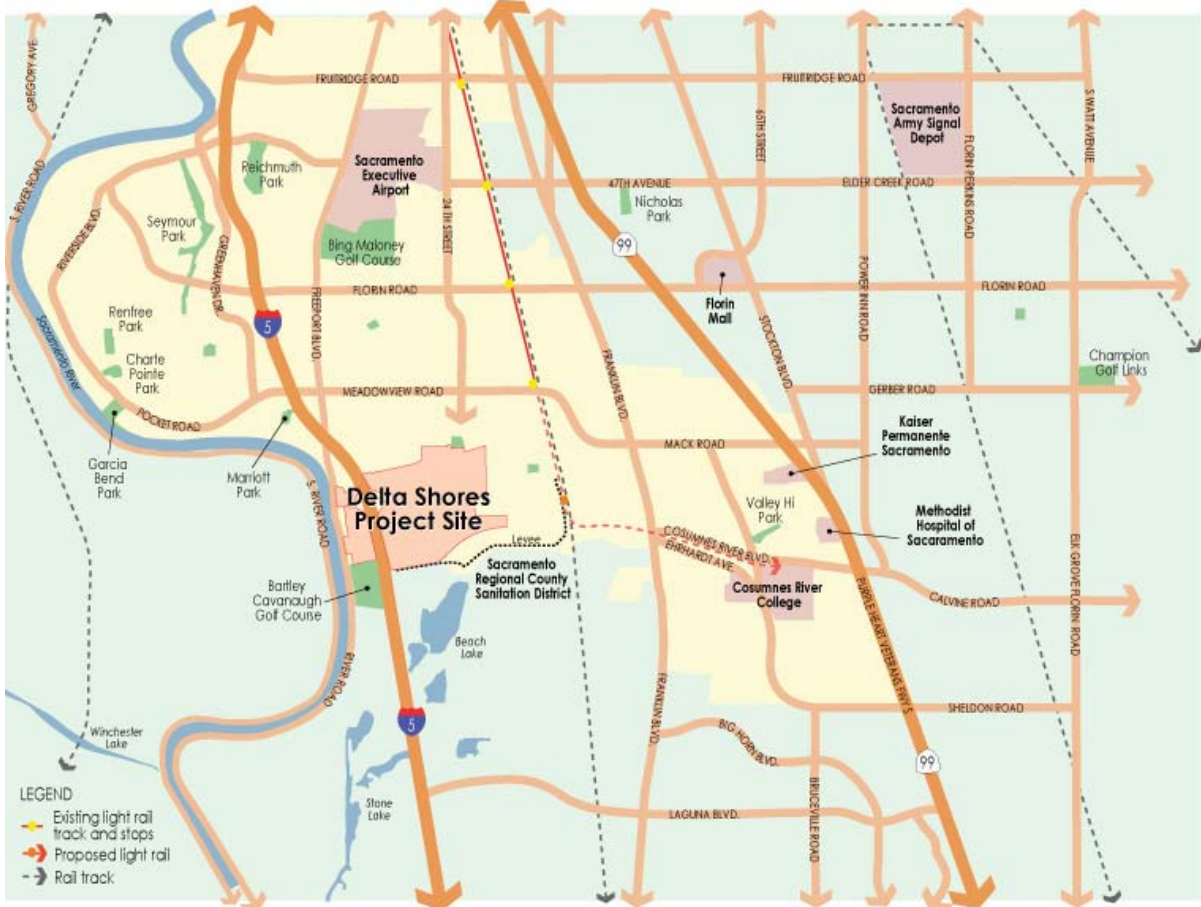


Figure 21: Transit Lines

M18. Project provides high-density residential development.

Points Possible = 1.0 – 12.0 Achieved = 2.52

A variety of residential densities are proposed for the Delta Shores project. However, consistent with good planning and smart growth principals, the projects highest residential densities have been identified along planned transit lines.

As noted on the conceptual land use plan (Figure 1), the project includes residential densities of within the 11-20 du/acre range within ¼ mile of the future South Line Phase II Light Rail Station located within the adjacent Stone Boswell property.

With conservatively anticipated headways of one (1) hour, the project will achieve 3.5 points under this measure consistent with SMAQMD’s “Recommended Guidance for Land Use Emissions Reductions” Version 2.4, updated on August 15, 2007.

M21. Residential development projects of 5 or more dwelling units provide a deed-restricted low-income housing component on-site (as defined in Ch 22.35 of Sacramento County Ordinance Code) [Developers who pay into In-Lieu Fee Programs are not considered eligible to receive credit for this measure].

Points Possible = 0.6 – 4.0 Achieved = 0.432

Identified as a new growth area under the City of Sacramento’s Mixed Income Housing Ordinance, the Delta Shores project is required to allocate 15% of its total residential units to affordable housing.

Consistent with SMAQMD guidance, the percentage air quality benefit associated with the provision of the affordable housing units is the percent of deed-restricted units multiplied by 0.04.

$\% \text{ units deed-restricted below market} \times 0.04 = \% \text{ reduction (air quality benefit)}$

Given the percentage of units allocated to affordable housing within the Delta Shores project, a scaled total air quality reduction of 0.432 is achieved by implementation of this measure.

d. Mixed Use Measures

M23. Have at least three of the following on site and/or offsite within ¼ mile: Residential Development, Retail Development, Park, Open Space, or Office.

Points Possible = 3.0 Achieved = 3.0

As referenced throughout this document, the Delta Shores project is a master planned community, which includes a variety of residential, retail, park, and open space components.

Moreover, as outlined on the Conceptual Land Use Plan provided above, these various uses have been integrated throughout the project site and are connected through a comprehensive circulation system that provides bicycle, pedestrian and vehicular access networks.

As such, the design and implantation of the project will result in compliance with this measure.



e. Building Component Measures

M25. Project does not feature fireplaces or wood burning stoves.

Points Possible = 1.0 Achieved = .72

The Delta Shores PUD Guidelines specifically prohibit the use of fireplaces or wood burning stoves within the residential portion of the project. However, consistent with SMQMD guidance, natural gas or electric fireplaces will be allowed within the project.

M31. Provide shade (within 5 years) and/or use light-colored/high-albedo materials (reflectance of at least 0.3) and/or open grid pavement for at least 30% of the site's non-roof impervious surfaces, including parking lots, walkways, plazas, etc.; OR place a minimum of 50% of parking spaces underground or covered by structured parking; OR use an open-grid pavement system (less than 50% impervious) for a minimum of 50% of the parking lot area. Unshaded parking lot areas, driveways, fire lanes, and other paved areas have a minimum albedo of .3 or greater.

Points Possible = 1.0 Achieved = 1.0

In an effort to reduce the potential for creation of heat islands, the Delta Shores project has been designed to provide project design features that will limit unobstructed exposure of non-roof surfaces from direct sunlight.

Specifically, consistent with the City of Sacramento's Shade Tree Ordinance, 50% of the project's impervious surfaces will be placed under cover or will be shaded by large canopy shade trees that achieve 50% coverage within 15 years of project occupancy.

Implementation of this measure will ensure the project effectively reduces the potential for the creation of future heat islands within the project site.





Figure 22: Shade & Pavement Exhibits

f. TDM and Miscellaneous Measures

M33. Include permanent TMA membership and funding requirement. Funding to be provided by Community Facilities District or County Service Area or other non-revocable funding mechanism.

Points Possible = 5.0 Achieved = 5.0

Given the size of the Delta Shores project and its mixed use nature, the project will be required to create or join a Transportation Management Association to monitor and implement long term operational measures to support and enhance the project's orientation to transit. In addition, funding for the TMA will be achieved by inclusion in an area-wide financing plan. To facilitate this objective, the project will be subject to the following mitigation measure:

Prior to the issuance of building permits for the commercial portion of the project, the project applicants shall either enter into an existing Transportation Management Association (TMA), or create a new TMA to serve the project area. Funding shall be provided by the project applicants through a Community Facilities District (CFD). Currently, the nearest existing TMA is the Sacramento TMA, the service area for which would cover the proposed project area.

Implementation of this measure and identification of an appropriate funding mechanism will ensure that long-term transit goals associated with the project are achieved and that future measures will be adopted where appropriate.

IV. Implementation

The Delta Shores project is a multi-dimensional, master planned community that is made up of a variety of elements. Although the project has been designed as an integrated whole, given the project's overall size, it is nonetheless anticipated to develop in multiple phases over several years.

To remain viable, it is important that some components of the project be allowed to proceed at an early stage to facilitate development of the balance of the project as a whole.. As such, it is also important that this AQMP be implemented in phases to allow the plan as a whole to be achieved at full project build-out.

To meet the overall air quality benefits of this project, implementation of this plan shall be achieved on a project-wide basis with commercial components of the project only being responsible for commercial related measures and the residential components of the project only being responsible for the residential measures.

Individual and discrete phases of this project shall not be measures for compliance with the SMAQMD's minimum point threshold and shall instead only be held accountable

for the measures that are specifically applicable to that phase of development. Under no circumstances may an individual component of the project be precluded from developing (or from receiving the necessary permits to allow construction or occupancy) because unrelated measures (i.e. residential measures for commercial or commercial measures for residential) have not been implemented.

In this way, individual components of the project will proceed in a manner to protect the projects viability while ensuring that at full build-out all of the measures contained in this plan shall have been satisfied and the project will have achieved the emission's reductions anticipated by this plan.

V. Conclusion

The Delta Shores project represents a unique master planned community that will form the ultimate southern boundary of the City of Sacramento. The project's overall design nonetheless exceeds the minimum emission reduction standards anticipated for project's located within the Sacramento Metropolitan Air Quality Management District.

Allowing for phased implementation of the project and phases satisfaction of the individual emission reduction measures outlined above will ensure that this project also remains a viable project that will achieve the overall goals of this comprehensive air quality management plan.