

RESOLUTION NO. 2007-903

Adopted by the Sacramento City Council

December 11, 2007

CERTIFYING THE ENVIRONMENTAL IMPACT REPORT AND ADOPTING THE MITIGATION MONITORING PROGRAM FOR THE RAILYARDS SPECIFIC PLAN PROJECT (P05-097)

BACKGROUND

- A. On September 11, 2007, October 2, 2007 and October 22, 2007, the City Planning Commission participated in the public hearings on the Sacramento Railyards Specific Plan at the joint meetings with the Design Commission and Preservation Commission.
- B. On November 13, 2007, the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve with conditions the Railyards Specific Plan and the various entitlements for the Sacramento Railyards Project.
- C. On November 20, 2007, December 4, 2007, and December 11, 2007, the City Council conducted public hearings, for which notice was given accordance with Government Code Sections 65355 and 65453 and pursuant Sacramento City Code Section 16.24.097, 17.208.020(C), and 17.200.010(C)(2)(a, b, and c) (publication, posting, and mail 500'), and received and considered evidence concerning the Railyards Specific Plan and the various entitlements for the Sacramento Railyards Project.

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

- Section 1. The City Council finds that the Environmental Impact Report for Railyards Specific Plan Project (herein EIR) which consists of the Draft EIR and the Final EIR (Response to Comments) (collectively the "EIR") has been completed in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines and the Sacramento Local Environmental Procedures.
- Section 2. The City Council certifies that the EIR was prepared, published, circulated and reviewed in accordance with the requirements of CEQA, the State CEQA Guidelines and the Sacramento Local Environmental Procedures, and constitutes an adequate, accurate, objective and complete Final

Environmental Impact Report in full compliance with the requirements of CEQA, the State CEQA Guidelines and the Sacramento Local Environmental Procedures.

- Section 3. The City Council certifies that the EIR has been presented to the City Council, and the City Council has reviewed the EIR and has considered the information contained in the EIR prior to acting on the proposed Project, and that the EIR reflects the City Council's independent judgment and analysis.
- Section 4. Pursuant to CEQA Guidelines Sections 15091 and 15093, and in support of its approval of the Project, the City Council adopts the attached Findings of Fact and Statement of Overriding Considerations in support of approval of the Project as set forth in the attached Exhibit A of this Resolution.
- Section 5. Pursuant to CEQA section 21081.6 and CEQA Guidelines section 15091, and in support of its approval of the Project, the City Council adopts the Mitigation Monitoring Program to require all reasonably feasible mitigation measures be implemented by means of Project conditions, agreements, or other measures, as set forth in the Mitigation Monitoring Program as set forth in Exhibit B of this Resolution.
- Section 6. The City Council directs that, upon approval of the Project, the City's Environmental Planning Services shall file a notice of determination with the County Clerk of Sacramento County and, if the Project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to the provisions of CEQA section 21152.
- Section 7. 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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Adopted by the City of Sacramento City Council on December 11, 2007 by the following vote:

Ayes: Councilmembers Cohn, Fong, Hammond, McCarty, Pannell, Sheedy, Tretheway, Waters, and Mayor Fargo.

Noes: None.

Abstain: None.

Absent: None.



Mayor Heather Fargo

Attest:



Shirley Concolino, City Clerk

Exhibit A

CEQA Findings of Fact and Statement of Overriding Considerations for the Railyards Specific Plan Project

Description of the Project

The Railyards Specific Plan is a proposed mixed-use development in the downtown area of the City of Sacramento. The proposed project would involve the development of between 10,000 and approximately 12,500 dwelling units (du), 1,384,800 square feet (sf) of retail, 491,000 sf of mixed use, 1,100 hotel rooms, 2,337,200 sf of office, 485,390 sf of historic/cultural space, and 41.16 acres of open space. The project would include low-, medium-, and high-rise single use and mixed use residential, retail, office, and hotel structures. The project also provides cultural/recreational facilities including but not limited to the refurbished Central Shops buildings, numerous public parks and walkways, and a proposed performing arts and education center. The proposed project offers a network of public streets with vehicular, bicycle, and pedestrian access, aboveground and subgrade parking facilities and above surface and subsurface energy, water, wastewater, and drainage infrastructure and facilities. The project would also include approximately 32 acres designated for the development of the Sacramento Intermodal Transit Facility (SITF), which would provide multiple modes of public transit service including bus, rail, light rail, and passenger auto. The proposed project would also involve the realignment of the tracks running from 3rd Street to 7th Street for use by Amtrak, Union Pacific (UP), Sacramento Regional Transit (RT), and the potential future construction of a regional high speed rail. The following entitlements are requested:

1. Rescission of the 1994 Railyards Specific Plan and Adoption of the proposed Railyards Specific Plan;
2. Amendment of City Code Title 17 (Zoning Code) to repeal and reenact Chapter 17.124 (Railyards Special Planning District), including establishing development standards and new zoning classifications;
3. Adoption of the Railyards Design Guidelines;
4. Establishment of the Railyards Design Review District
5. Establishing the Central Shops Historic District and Placing the Central District in the Sacramento Register of Historic and Cultural Resources
6. Adoption of a Development Agreement for the Sacramento Railyards Project;
7. Adoption of the Railyards Specific Plan Public Facilities Financing Plan;
8. Approval of Master Tentative (Parcel) Map and Modifications of the City Subdivision Code (Title 16);
9. Approval to Rezone the Railyards Property;
10. Amendment to the General Plan Circulation Element;
11. Amendment to the Central City Community Plan;
12. Amendments to the Sign Code (Title 15);
13. Amendments to City Code Section 18.16.010 regarding Procedures for Adoption and Review of Railyards Development Agreements;

14. Repealing Chapter 18.48 of the City Code regarding Development in the Railyards;
15. Repealing and Restating the Memorandum of Understanding Regarding Remediation and Redevelopment of the Railyards;
16. Amendments to the Railyards Specific Plan/Richards Boulevard Area Plan Facility Element;
17. Amending the Bikeway Maser Plan
18. Approval of Inclusionary Housing Plan; and
19. Approve Water Supply Assessment.

Findings Required Under CEQA

1. Procedural Findings

The City Council of the City of Sacramento finds as follows:

Based on the initial study conducted for Railyards Specific Plan, SCH # 2006032058, (herein after the Project), the City of Sacramento's Environmental Planning Services determined, on substantial evidence, that the Project may have a significant effect on the environment and prepared an environmental impact report ("EIR") on the Project. The EIR was prepared, noticed, published, circulated, reviewed, and completed in full compliance with 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, as follows:

a. A Notice of Preparation of the Draft EIR was filed with the Office of Planning and Research and each responsible and trustee agency and the Sacramento County Clerk Recorder's Office and was circulated for public comments from March 10, 2006 through April 10, 2006.

b. A Notice of Completion (NOC) and copies of the Draft EIR were distributed to the Office of Planning and Research on August 20, 2007 to those public agencies that have jurisdiction by law with respect to the Project, or which exercise authority over resources that may be affected by the Project, and to other interested parties and agencies as required by law. The comments of such persons and agencies were sought.

c. An official 45-day public comment period for the Draft EIR was established by the Office of Planning and Research. The public comment period began on August 20, 2007 and ended on October 4, 2007.

d. A Notice of Availability (NOA) of the Draft EIR was mailed to all interested groups, organizations, and individuals who had previously requested notice in writing on August 17, 2007. The NOA stated that the City of Sacramento had completed the Draft EIR and that copies were available at the City of Sacramento, Development Services Department, North Natomas Permit Center, 2101 Arena Boulevard, Second Floor and New City Hall, 915 I Street, Third Floor, Sacramento, California 95814 (CDs only). The

letter also indicated that the official 45-day public review period for the Draft EIR would end on October 3, 2007.

e. A public notice was published in the Daily Recorder and Sacramento Bee on August 20, 2007, which stated that the Draft EIR was available for public review and comment.

f. A public notice was posted in the office of the Sacramento County Clerk on August 20, 2007.

g. Following closure of the public comment period, all comments received on the Draft EIR during the comment period, the City's written responses to the significant environmental points raised in those comments, and additional information added by the City were added to the Draft EIR to produce the Final EIR.

2. Record of Proceedings

The following information is incorporated by reference and made part of the record supporting these findings:

a. The Draft and Final EIR and all documents relied upon or incorporated by reference;

b. The City of Sacramento General Plan, City of Sacramento, January, 1988 and all updates.

c. Environmental Impact Report City of Sacramento General Plan Update, City of Sacramento, March, 1987 and all updates.

d. Findings of Fact and Statement of Overriding Considerations for the Adoption of the Sacramento General Plan Update, City of Sacramento, 1988 and all updates.

e. Zoning Ordinance of the City of Sacramento

f. Blueprint Preferred Scenario for 2050, Sacramento Area Council of Governments, December, 2004

g. The Central City Community Plan, City of Sacramento, May 15, 1980 and all updates

h. The Mitigation Monitoring Program for the Project.

i. All records of decision, staff reports, memoranda, maps, exhibits, letters, synopses of meetings, and other documents approved, reviewed, relied upon, or

prepared by any City commissions, boards, officials, consultants, or staff relating to the Project.

j. Additionally, the record may also include, but is not limited to the following items as stated in Public Resources Code § 21167.6(e):

(1) All project application materials.

(2) All staff reports and related documents prepared by the respondent public agency with respect to its compliance with the substantive and procedural requirements of this division and with respect to the action on the project.

(3) All staff reports and related documents prepared by the respondent public agency and written testimony or documents submitted by any person relevant to any findings or statement of overriding considerations adopted by the respondent agency pursuant to this division.

(4) Any transcript or minutes of the proceedings at which the Decision making body of the respondent public agency heard testimony on, or considered any environmental document on, the project, and any transcript or minutes of proceedings before any advisory body to the respondent public agency that were presented to the decision making body prior to action on the environmental documents or on the project.

(5) All notices issued by the respondent public agency to comply with this division or with any other law governing the processing and approval of the project.

(6) All written comments received in response to, or in connection with, environmental documents prepared for the project, including responses to the notice of preparation.

(7) All written evidence or correspondence submitted to, or transferred from, the respondent public agency with respect to compliance with this division or with respect to the project.

(8) Any proposed decisions or findings submitted to the decision making body of the respondent public agency by its staff, or the project proponent, project opponents, or other persons.

(9) The documentation of the final public agency decision, including the final environmental impact report, mitigated negative declaration, or negative declaration, and all documents, in addition to those referenced in paragraph (3), cited or relied on in the findings or in a statement of overriding considerations adopted pursuant to this division.

(10) Any other written materials relevant to the respondent public agency's compliance with this division or to its decision on the merits of the project, including the initial study, any drafts of any environmental document, or portions thereof, that have been released for public review, and copies of studies or other documents relied upon in any environmental document prepared for the project and either made available to the public during the public review period or included in the respondent public agency's files on the

project, and all internal agency communications, including staff notes and memoranda related to the project or to compliance with this division.

(11) The full written record before any inferior administrative decision making body whose decision was appealed to a superior administrative decision making body prior to the filing of litigation.

3. Findings

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environment impacts that would otherwise occur. Mitigation measures or alternatives are not required, however, where such changes are infeasible or where the responsibility for the project lies with some other agency. (CEQA Guidelines, § 15091, sub. (a), (b).)

With respect to a project for which significant impacts are not avoided or substantially lessened, a public agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the project's "benefits" rendered "acceptable" its "unavoidable adverse environmental effects." (CEQA Guidelines, §§ 15093, 15043, sub. (b); see also Pub. Resources Code, § 21081, sub. (b).)

In seeking to effectuate the substantive policy of CEQA to substantially lessen or avoid significant environmental effects to the extent feasible, an agency, in adopting findings, need not necessarily address the feasibility of *both* mitigation measures and environmentally superior alternatives when contemplating approval of a proposed project with significant impacts. Where a significant impact can be mitigated to an "acceptable" level solely by the adoption of feasible mitigation measures, the agency, in drafting its findings, has no obligation to consider the feasibility of any environmentally superior alternative that could also substantially lessen or avoid that same impact — even if the alternative would render the impact less severe than would the proposed project as mitigated. (*Laurel Hills Homeowners Association v. City Council* (1978) 83 Cal.App.3d 515, 521; see also *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 730-731; and *Laurel Heights Improvement Association v. Regents of the University of California ("Laurel Heights I")* (1988) 47 Cal.3d 376, 400-403.)

In these Findings, the City first addresses the extent to which each significant environmental effect can be substantially lessened or avoided through the adoption of feasible mitigation measures. Only after determining that, even with the adoption of all feasible mitigation measures, an effect is significant and unavoidable does the City address the extent to which alternatives described in the EIR are (i) environmentally superior with respect to that effect and (ii) "feasible" within the meaning of CEQA.

In cases in which a project's significant effects cannot be mitigated or avoided, an agency, after adopting proper findings, may nevertheless approve the project if it first adopts a statement of overriding considerations setting forth the specific reasons why

the agency found that the “benefits of the project outweigh the significant effects on the environment.” (Public Resources Code, Section 21081, sub. (b); see also, CEQA Guidelines, Sections 15093, 15043, sub.(b).) In the Statement of Overriding Considerations found at the end of these Findings, the City identifies the specific economic, social, and other considerations that, in its judgment, outweigh the significant environmental effects that the Project will cause.

The California Supreme Court has stated that “[t]he wisdom of approving ... any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced.” (*Goleta II* (1990) 52 Cal.3d 553 at 576.)

In support of its approval of the Project, the City Council makes the following findings for each of the significant environmental effects and alternatives of the Project identified in the EIR pursuant to Section 21080 of CEQA and section 15091 of the CEQA Guidelines:

A. Significant or Potentially Significant Impacts Mitigated to a Less Than Significant Level.

The following significant and potentially significant environmental impacts of the Project, including cumulative impacts, are being mitigated to a less than significant level and are set out below. Pursuant to section 21081(a)(1) of CEQA and section 15091(a)(1) of the CEQA Guidelines, as to each such impact, the City Council, based on the evidence in the record before it, finds that changes or alterations incorporated into the Project by means of conditions or otherwise, mitigate, avoid or substantially lessen to a level of insignificance these significant or potentially significant environmental impacts of the Project. The basis for the finding for each identified impact is set forth below.

Air Quality

6.1-1 The proposed project would generate particulate matter during grading of construction site(s) and construction of the proposed structures. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measures have been adopted to address this impact:

The following measures are required by the SMAQMD for level one mitigation, and shall be implemented during grading at all project sites:

- a) Water all soil with sufficient frequency as to maintain soil moistness.

- b) Maintain two feet of freeboard space on haul trucks.

In addition, the following measures shall be implemented to further reduce the PM₁₀ impact during construction activity:

- c) All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. (The use of dry brushes is expressly prohibited except where preceded or accompanied by sufficient water or chemical stabilizer/suppressant.)
- d) Wheel washers for all exiting trucks shall be installed, or all trucks and equipment leaving the site shall be washed off.
- e) Excavation and grading activity shall be suspended when winds exceed 20 mph.
- f) During clearing, grading, earth-moving, or excavation operations, fugitive dust emissions shall be controlled by watering exposed surfaces two times per day, watering haul roads three times per day or paving of construction roads, or dust-preventative measures. All onsite unpaved roads and offsite unpaved access roads shall be effectively stabilized of dust emissions using water or a chemical stabilizer or suppressant.
- g) Onsite vehicle speeds on unpaved roads shall be limited to 15 mph.

Finding: The proposed project could produce substantial emissions of PM₁₀ with consequent threats to the ambient air quality at nearby sensitive receptors. Mitigation Measure 6.1-1 requires the applicant to take steps to reduce the amount of particulate matter generated during grading, demolition and other earth moving activities on the construction site. The SMAQMD's Guide to Air Quality Assessment in Sacramento County (Guide) establishes the levels of significance for particulate matter. According to the Guide, compliance with Mitigation Measure 6.1-1 would decrease fugitive dust (PM₁₀) impacts from the proposed project to a level that is considered less than significant. (DEIR, p. 6.1-20)

6.1-2 Construction of the proposed project would generate emissions of ozone precursors. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measures have been adopted to address this impact:

The following measures shall be incorporated into construction contracts and included on all construction plans:

- a) The project applicant and/or contractor shall provide a plan, for approval by the City of Sacramento and the SMAQMD, demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, would achieve a project wide fleet-average 20% NO_x reduction and 45% particulate reduction compared to the most recent CARB fleet average at time of construction. The SMAQMD shall make the final decision on the emission control technologies to be used by the project construction equipment; however, acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.
- b) The project applicant and/or contractor shall submit to SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that shall be used an aggregate of 40 or more hours during any phase of the construction project. The inventory shall include the horsepower rating, engine production year, projected hours of use or fuel throughput for each piece of equipment, and its compliance status with respect to CARB emission reduction regulations for off-road diesel equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project applicant and/or contractor shall provide SMAQMD with the anticipated construction timeline, including start date and name and phone number of the project manager and on-site foreman.
- c) The project applicant and/or contractor shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40% opacity (or Ringelmann 2.0) shall be repaired immediately and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly by contractor personnel certified to perform opacity readings, and a monthly summary of the visual survey results shall be submitted to the SMAQMD throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey.
- d) Limit vehicle idling time to five minutes or less.
- e) The project applicant shall pay into the SMAQMD's construction mitigation fund to offset construction-generated emissions of NO_x that exceed

SMAQMD's daily emission threshold of 85 lbs/day. The project applicant shall coordinate with the SMAQMD for payment of fees into the Heavy-Duty Low-Emission Vehicle Program designed to reduce construction related emissions within the region. Fees shall be paid based upon the applicable current SMAQMD Fee. The applicant shall keep track of actual equipment use and their NO_x emissions so that mitigation fees can be adjusted accordingly for payment to the SMAQMD.

- f) Construction equipment shall be kept in optimum running condition at all times.
- g) When appropriate, use alternative fueled (such as aqueous diesel fuel) or catalyst equipped diesel construction equipment.
- h) When appropriate, replace fossil-fueled equipment with electrically driven equivalents (provided they are not run via a portable generator set).

Finding: Construction of the project would generate emissions of ozone precursors ROG and NO_x. The SQAMD has not developed a level of significance for ROG in construction equipment exhaust. However, the SQAMD has established a threshold of 85 pounds per day for NO_x, from construction activity. Implementation of Mitigation Measure 6.1-2 will reduce overall NO_x emissions related to construction. When the NO_x reduction measures are not able to bring NO_x emissions below 85 pounds per day, as part of Mitigation Measure 6.1-2, applicant will pay into SQAMD's construction mitigation fund to offset the construction-generated emissions of NO_x. Therefore, compliance with Mitigation Measure 6.1-2 will reduce the impact of increased NO_x to a less than significant level. (DEIR, pp. 6.1-21 – 6.1-23)

6.1-7 The proposed Specific Plan could alter wind speed at ground level (pedestrian level). Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure has been adopted to address this impact:

During design review for buildings over 100 feet in height, the applicant shall demonstrate that ground-level winds would not exceed 35 miles per hour as the result of the building design. If necessary to determine the potential ground-level wind speeds, wind-tunnel testing will be conducted.

Finding: Compliance with Mitigation Measure 6.1-7 will ensure that construction of the Specific Plan will not create excessive wind speeds at ground level. Buildings can be configured in a manner that minimizes ground-level wind speeds. If necessary, wind tunnel testing will ensure that the design of the Specific Plan will not create substantial ground-level wind speeds. Implementation of this mitigation measure will reduce any potential impact to less than significant. (DEIR, p. 6.1-31)

6.1-8 Project Construction activities would contribute to cumulative increases in ozone precursors. Without mitigation, this is a *significant cumulative impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this cumulative impact:

Implement Mitigation Measures 6.1-2(a) through (e).

Finding: Without mitigation measures, construction of the project, combined with other construction projects would cumulatively contribute to an increase in ozone precursors. Implementation of Mitigation Measures 6.1-2(a) through (d) would reduce the NO_x emissions by a minimum of 20%. Implementation of Mitigation Measure 6.1-2(e) would offset any emissions that exceed the SMAQD's threshold. Further, any construction off-site must comply with the same SMAQD reduction measures. Therefore, implementation of this mitigation measures would reduce the project's contribution to cumulative emissions to a less than significant level. (DEIR, p. 6.1-32)

6.1-10 Project Construction activities would contribute to cumulative increases in particulate matter in the vicinity of the Specific Plan Area. Without mitigation, this is a *significant cumulative impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:

Implement Mitigation Measure 6.1-1 (a) through (g).

Finding: Implementation of Mitigation Measure 6.1-1 would reduce the project's contribution to construction particulate matter emissions to less than cumulatively considerable and this cumulative impact would be less than significant. (DEIR, p. 6.1-33)

Biological Resources

6.2-2 Development of the Specific Plan could result in the loss of potential nesting habitat for Swainson's hawk, white-tailed kite, and other sensitive riparian-nesting species, and burrowing owls. Without mitigation, this is a *potentially significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:

- a) Nesting Swainson's Hawk Habitat: If construction occurs during the breeding season (February 1-August 31), the project applicant shall conduct CDFG-recommended protocol-level surveys prior to construction as required by the

Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley or as required by the CDFG in the future. If active nests are found in the construction area, mitigation measures consistent with the Staff Report Regarding Mitigation for Impacts to Swainson's Hawks (*Buteo swainsoni*) in the Central Valley of California shall be incorporated in the following manner or as directed by CDFG:

- 1) If an active nest is found no intensive new disturbances (e.g., heavy equipment operation associated with construction, use of cranes or draglines, new rock crushing activities) or other project-related activities that may cause nest abandonment or forced fledging, can be initiated within 200 yards (buffer zone) of an active nest between March 1 and September 15. The size of the buffer area may be adjusted if a qualified biologist and CDFG determine it would not be likely to have adverse effects on the hawks. No project activity shall commence within the buffer area until a qualified biologist confirms that the nest is no longer active.
 - 2) Nest trees shall not be removed unless there is no feasible way of avoiding removal of the tree. If a nest tree must be removed, a Management Authorization (including conditions to offset the loss of the nest tree) must be obtained from CDFG with the tree removal period specified in the management Authorization, generally between October 1 and February 1.
 - 3) If construction or other project-related activities that may cause nest abandonment or forced fledging are necessary within the buffer zone, monitoring of the nest site (funded by the project proponent) by a qualified biologist will be required to determine if the nest is abandoned. If the nest is abandoned and if the nestlings are still alive, the project proponent shall fund the recovery and hacking (controlled release of captive reared young) of the nestling(s).
 - 4) Routine disturbances, such as routine maintenance activities within 0.25 mile of an active nest, shall not be prohibited.
- b) Nesting habitat for other protected or sensitive avian species:
- 1) Vegetation removal and construction shall occur after between September 1 and January 31 whenever feasible.
 - 2) Prior to any construction or vegetation removal between February 1 and August 31, a nesting survey shall be conducted by a qualified biologist of all habitat within 500 feet of the construction area. Surveys shall be conducted no less than 14 days and no more than 30 days prior to commencement of construction activities and surveys will be conducted in accordance with CDFG protocol as applicable. If no active nests are identified on or within 500 feet of the construction site, no further mitigation

is necessary. This survey can be carried out concurrently with surveys for other species provided it does not conflict with any established survey protocols. A copy of the pre-construction survey shall be submitted to the City of Sacramento. If an active nest of a sensitive species is identified onsite (per established thresholds), specific mitigation measures shall be developed in consultation with CDFG and USFWS. At a minimum, these measures shall include a 500-foot no-work buffer that shall be maintained between the nest and construction activity until CDFG and/or USFWS approves of any other mitigation measures.

- 3) Completion of the nesting cycle shall be determined by qualified ornithologist or biologist.

c) **Burrowing Owl Nesting Habitat:**

- 1) Prior to construction activity, focused pre-construction surveys shall be conducted for burrowing owls where suitable habitat is present within the construction areas. Surveys shall be conducted no less than 14 days and no more than 30 days prior to commencement of construction activities and surveys shall be conducted in accordance with CDFG burrowing owl survey protocol.
- 2) If unoccupied burrows are found during the non-breeding season, the project applicant may collapse the unoccupied burrows, or otherwise obstruct their entrances to prevent owls from entering and nesting in the burrows. This measure would prevent inadvertent impacts during construction activities.
- 3) If no occupied burrows are found in the survey area, a letter report documenting survey methods and findings shall be submitted to the City and CDFG, and no further mitigation is necessary.

If occupied burrows are found, impacts on the burrows shall be avoided by providing a buffer of 165 feet during the non-breeding season (September 1 through January 31) or 250 feet during the breeding season (February 1 through August 31). The size of the buffer area may be adjusted if a qualified biologist and CDFG determine it would not be likely to have adverse effects on the owls. No project activity shall commence within the buffer area until a qualified biologist confirms that the burrow is no longer occupied. If the burrow is occupied by a nesting pair, a minimum of 7.5 acres of foraging habitat contiguous to the burrow shall be maintained until the breeding season is over.

- 4) If impacts on occupied burrows are unavoidable, onsite passive relocation techniques approved by CDFG shall be used to encourage owls to move to alternative burrows outside of the impact area. However, no occupied burrows shall be disturbed during the nesting season unless a qualified

biologist verifies through non-invasive methods that juveniles from the occupied burrows are foraging independently and are capable of independent survival. Mitigation for foraging habitat for relocated pairs shall follow guidelines provided in the California Burrowing Owl Consortium's April 1995 Burrowing Owl Survey Protocol and Mitigation Guidelines,¹ which ranges from 7.5 to 19.5 acres per pair.

Finding: Implementation of Mitigation Measure 6.2-2 would require initial surveys to determine the presence, or potential presence of Swainson's Hawk, other riparian-breeding avian species, or Burrowing Owls. In the event that an active nest site is found, implementation of mitigation measures would require impact avoidance so that there would be no loss or take of any species. This includes creating buffer zones around nesting sites and avoiding certain activities during the nesting season. Full compliance with these mitigation measures will reduce the impact to less than significant. (DEIR, p. 6.2-32)

6.2-3 Development of the Specific Plan could result in take of an endangered and threatened fish species and degradation of designated critical habitat. Without mitigation, this is a *potentially significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:

To avoid, minimize, or compensate for potential impacts to protected and sensitive riverine species and critical habitat, and prevent any take of winter-run Chinook in the Specific Plan Area the following actions shall be undertaken by the project applicant

- a) Unless prior approval is granted by NMFS, USFWS, and/or CDFG, (as applicable) in-water work shall be restricted to the July 1 to October 15 period to avoid construction impacts to winter-run and spring-run Chinook salmon.
- b) Project-related impacts to riverine (e.g., valley-foothill) riparian vegetation shall be minimized by replacing lost vegetation onsite at a minimum ratio of 1:1, along the Sacramento River, if feasible. Mitigation and/or restoration plans for all habitats that require revegetation, habitat creation, restoration, and enhancement shall be approved by the regulatory agencies, as appropriate, and shall include construction specifications; irrigation schedules; planting palettes (showing container stock/box plantings, cutting specifications, and seed mixes); monitoring, maintenance, and remediation schedules; and success criteria, assurances and contingency measures. Revegetation specifications, species composition and density shall be developed by an experienced restoration ecologist. The restoration sites shall be evaluated to ensure

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

that required revegetation has been performed in areas where temporary construction has been completed. A report documenting restoration efforts shall be submitted by the applicant to the City and applicable regulatory agencies. If necessary, remedial revegetation should occur during the same rainy season that the remedial recommendation is made. Restoration sites shall be monitored by qualified restoration ecologists for three to five years, or until success criteria are achieved. Restoration plans shall be included in the final construction documents. Grading and revegetation activities shall comply with applicable regulations and mitigation measures identified in this EIR pertaining to dust, air emissions, noise, water quality and other potential environmental effects.

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

Created, restored, or enhanced mitigation habitat will be conserved and managed per the regulatory agencies' permit requirements. For created, restored, or enhanced mitigation habitat the City will prepare a Riverbed Habitat Management Plan in coordination with, as applicable, the NMFS, USFWS and/or CDFG. Prior to commencing any activities that would impact riverbed critical habitat, the Habitat Management Plan will be

approved by the applicable regulatory agencies and shall include, at a minimum; monitoring, maintenance, and remediation schedules; and success criteria, and assurances and contingency measures to ensure the viability of the mitigation areas. The Habitat Management Plan will, if required by permits, also place all acquired in permanent conservation easements, or other forms of protection to ensure the long-term protection of their biological resources. These long-term management plans and funding mechanisms will be reviewed and agreed to by the applicable regulatory agencies that have regulatory authority over the biological resources being mitigated; the terms will be based on reasonable management requirements designed to ensure the long-term biological resource viability at each mitigation site. If the off-site mitigation areas purchased are covered by an approved management program, the City will abide by the conditions of that program.

- e) The project applicant shall require all contractors to develop Spill Prevention Plans (SPP) and Storm Water Pollution Prevention Plans (SWPPP). These plans shall contain BMPs to be implemented to minimize the risk of sedimentation, turbidity, and hazardous material spills. Applicable BMPs shall include permanent and temporary erosion control measures, including the use of straw bales, mulch or wattles, silt fences, filter fabric, spill remediation material such as absorbent booms, proper staging of fuel, out of channel equipment maintenance, and ultimately seeding and revegetating. Preventing contaminants from entering the river during construction and operation of the facilities would protect water quality and the instream aquatic species.
- f) The project shall adhere to current (e.g., those applicable at the time of construction) Regional Water Quality Control Board (Regional Board) water quality objectives for the Sacramento River Basin. These objectives currently require that project discharge cannot exceed 1 Nephelometric Turbidity Unit (NTU) when natural turbidity is between 0 and 5 NTUs, 20 percent of natural turbidity levels when natural turbidity is between 5 and 50 NTUs, 10 NTUs when natural turbidity is between 50 and 100 NTUs, or 10 percent when natural turbidity is greater than 100 NTUs. NTUs are an indicator of the amount of light that is scattered and absorbed by suspended particles. A biological monitor shall supervise construction activities when ground-disturbing and/or construction activities occur below the top of the bank of the Sacramento River (e.g., in-channel work) and if objectives are exceeded, in-water construction shall stop until objectives can be met.
- g) Implement Mitigation Measures 6.6-1 and 6.6-5.

Finding: Implementation of Mitigation Measures 6.2-3(a) through 6.2-3(f) would restrict in-channel work to times outside the peak in and out migration, replace permanently impacted habitat, implement Best Management Practices (BMPs) to

prevent accidental loss and reduce potential construction impacts, and restore the removed riparian vegetation to mitigate for loss of riparian habitat. This, in combination with compliance with the CESA and FESA, CWA Regulations, National Pollution Discharge Elimination System (NPDES) Regulations, local water quality, and runoff standards, and implementation of Mitigation Measures 6.6-2(a) and (b), and 6.6-5 would reduce this impact by minimizing impacts to rare and endangered species and their habitats, and ensuring stormwater water quality discharged to the river is within permitted discharge limits which will take into consideration potential impacts to riverine ecology and impacts to rare, threatened, or endangered species. Full implementation of these measures would reduce the impact to a *less than significant* level. (DEIR, p. 6.2-38)

6.2-6 Development of the Specific Plan could result in the loss of a sensitive bat species roosting site, which could result in substantially increased mortality or reduced reproductive success. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:

Prior to construction within 100 feet of the I-5 and I Street Bridge, the project applicant shall conduct a pre-construction survey during the time when bats would be expected to be present and active to determine the presence of roosting bats. This survey shall be conducted by a wildlife biologist qualified to identify the species of bats using these roosts. If no special status species bats are roosting, then no further mitigation is required.

If special status bat species, e.g. roosting bats, are present, prior to construction within 100 feet of the I-5 and I Street Bridge, the project proponent shall provide for a replacement roosting facility in the form of either a bat house or several bat boxes, immediately adjacent to the I-5 and I Street Bridge. The wildlife biologist who conducted the pre-construction surveys shall recommend appropriate bat exclusion devices (i.e., light weight polypropylene netting (<1/6" mesh), plastic sheeting, tube-type excluders, etc.) that shall be installed at the bridge to prevent roosting bats from being on the bridge when demolition or construction occurs, but located such that they would not interfere with nesting purple martins (which shall take priority due to their tendency permanently abandon nesting sites that have been subject to artificial exclusion devices). The exclusion devices can be designed to serve multiple purposes if the exclusion of other species (i.e., purple martins) is also required.

Finding: Implementation of Mitigation Measure 6.2-6 will identify active roost sites, exclude bats from roosting within the construction areas, and provide alternate roosting sites. This mitigation measure would reduce impacts to special-status bat species to less than significant. (DEIR, p. 6.2-41)

6.2-7 Construction near I-5 and the I Street Bridge could result in increased mortality and reproductive success of purple martins if construction would result in the loss of a breeding colony. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:

- a) Prior to the realignment of the Union Pacific Railroad tracks and/or removal of the existing overhead utility lines, the following measures shall take place to reduce impacts to the purple martins.
 1. To offset loss the loss of nesting material gathering site sand and reduce potential predation from feral cats using tall vegetation as ambush points, during railroad track realignment the project applicant shall conduct weed abatement measures (e.g., weed whacking) bi weekly from March 15th to May 15th. The area to be maintained is the area that extends out 600 feet north of the existing railroad, as detailed on Figure 5.5-1. The plant waste shall be left in place from March 15th to May 15th to allow the purple martins to use the “waste” for nest building material. This measure is temporary and shall only occur while the existing railroad tracks are being realigned.
 2. To offset the potential impacts from loss of perching wires the project applicant shall erect permanent perching structures, in close proximity to the colony but within the footprint of the project, before the removal of the existing utility lines and poles (wires for perching should be 3/8-3/4 inch in diameter and shall be at least 19.5 feet off the ground. Pole mounted structures could be mounted on light poles or fencing for stability). In the event that the perching structures are not a feasible alternative within the project footprint, the project applicant shall consult with the California State Railroad Museum as to the possibility of the perches being erected within state lands.
 3. As identified in Figure 5.5-1, landscaping within 120 feet of the colony shall be planned as to not disrupt the flight access to the colony, small and medium size non fruit-bearing trees shall be incorporated to the landscaping plans. Landscaping plans shall also consider the option of prohibiting fruit-bearing trees within 500 feet of the site and not removing all the clippings from the area during maintenance specifically at the beginning of the nesting season (March 15th to May 15th) as to allow the purple martins to use the clippings as nesting materials.
- i) Until the proposed open space that is adjacent to the I Street Colony is landscaped as detailed in above in 6.2-7 (a3), the

project applicant shall, from March 15th to May 15th, supply nesting material (straw, pine needles, etc) in designated areas close to the colony for use by the purple martins while the planted trees and shrubs develop. The areas should be no further than 200 feet from perching wires.

4. So long as the I Street Colony is active landscaping trees adjacent to the purple martin colony shall include pine species (*Pinus* spp.) to provide a permanent source of nesting material. The pine needles shall not be removed during landscape maintenance from January 1st to May 15th.
- b) Although purple martins are tolerant of human activities, if active nests are present no construction shall be conducted within 100 feet of the edge of the purple martin colony (as demarcated by the active nest hole closest to the construction activity) during the beginning of the purple martin breeding season from March 15th to May 15th. The buffer area shall be avoided to prevent destruction or disturbance to the nest(s) until it is no longer active. The size of the buffer area may be adjusted if a qualified biologist and CDFG determine it would not be likely to have adverse effects on the martins. The site characteristics used to determine the size of the modified buffer should include; a) topographic screening; b) distance from disturbance to nest; c) the size and quality of foraging habitat surrounding the nest; and d) sensitivity of the species to nest disturbances. No project activity shall commence within the buffer area until a qualified biologist confirms that any nests are no longer active. In addition, no equipment shall be parked or stored beneath the I Street on-ramp or the I-5 overpass at the I Street on-ramp during the breeding season (April 15th to August 1st)

Finding: Although purple martins are a people-tolerant species, construction activities and long-term impacts from development of the Specific Plan Area could have a significant impact on the I-5 purple martin colony. Implementation of Mitigation measure 6.2-7 will protect purple martin nesting sites, ensure nesting material and foraging areas will not be adversely impacted, and protect purple martins from increased predation and starling competition. Implementation of these measures will reduce the impact to purple martins to less than significant. (FEIR, pp 4.5-5 – 4.5-6)

6.2-8 Development of the Specific Plan could result in net reduction of sensitive habitats including protected wetland habitat as defined in Section 404 of the Clean Water Act, riparian vegetation, and state jurisdictional waters/wetlands. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:

- a) Following final design of the Sacramento River outfall, the loss of riparian habitat shall be quantified by a qualified biologist. In light of the determined loss of Sacramento River riparian habitat, combined with the removal of 0.25 acre remnant riparian habitat in the FOSA, the project applicant shall demonstrate no net loss of sensitive riparian habitat through restoration, creation, enhancement, or preservation at a compensation ratio equivalent to the area lost to project development. This measure may be implemented through the Streambed Alteration Agreement or other regulatory mechanism to the satisfaction of the City.
- b) The project applicant shall include adequate signage and appropriate fencing along Specific Plan Area boundary adjacent to any sensitive habitats that remain or are created through mitigation. A signage and fencing plan shall be developed with the CDFG but at a minimum "Sensitive habitat" signs shall be installed along the sensitive habitat boundaries every 100 feet. The signs would inform recreationists of the sensitive habitat and species in the area and that unauthorized disturbance would be subject to penalties imposed by the CDFG and USFWS. Fencing shall be designed to allow free movement of wildlife but restrict human movement.
- c) Implement Mitigation Measure 6.2-3(b).

Finding: The overall goal of mitigation for impacts on riparian communities is that no net loss occurs as a result of the Specific Plan. The implementation of Mitigation Measures 6.2-3(b) and 6.2-8 would mitigate temporary and permanent impacts on riparian habitat within the Specific Plan Area, including areas not covered by Section 1600 of the Fish and Game Code. This would occur through the identification of the amount of riparian habitat removed and then the creation, restoration, enhancement, and/or preservation of riparian habitat; the implementation of Best Management Practices (BMPs) to prevent and reduce potential construction impacts; and the development of a detailed mitigation and/or restoration plan to offset loss of this community that would monitor its success, and ensure that that once mitigated or preserved, these sensitive communities are appropriately protected from disturbance. The results of this effort, in combination with compliance with State Fish and Game Code, NPDES Regulations, local water quality, and runoff standards regulations, would be either avoidance of existing features, or on or offsite mitigation as permitted by the regulatory agencies. Implementation of these mitigation measures would reduce the impact to sensitive riparian habitats to a less-than-significant level. (DEIR, p. 6.2-44)

6.2-9 Development of the Specific Plan could result in the isolation or interruption of contiguous habitat which would interfere substantially with the movement of resident or migratory fish or wildlife species, migratory wildlife corridors, or impede the use of native wildlife nursery sites. Without mitigation, this is a *potentially significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:

- a) To avoid degradation of habitat values for wildlife along the river portion of the site automobile headlights that are directed at a 90 degree angle onto the vegetation along the river shall be screened along the western project edge. This may be accomplished at the western foot of Railyards Boulevard and Camille Lane through the placement of a 3'-4' vegetated hedge or other structural methods that would not additionally hinder wildlife movement through the aforementioned riverine riparian vegetation.
- b) Outdoor lighting within 500 feet of the river shall be of the minimum wattage required for the particular use and shall be directed to the specific location intended for illumination (e.g., roads, walkways, or recreation fields) to prevent stray light spillover onto sensitive habitat.
- c) All fixtures on elevated light standards west of I-5 within the project boundaries, such as in parking lots or along roadways, shall be shielded to reduce glare.

Finding: Aquatic species movement within the river could be affected by nighttime lighting spillover. The new temporary sources of nighttime lighting could increase predation efficiency and disrupt movements of fish within the river. The increase in light sources could also alter local behavior of migratory fish such that movements are delayed, disrupted, or the fish are subject to increased predation (including shoreline angler access). Implementation of Mitigation Measure 6.2-9 will provide mechanisms to reduce potential night lighting impacts by ensuring light spillover is minimized to the extent practicable in areas within 500 feet of the river. Implementation of this mitigation measure would reduce impacts to movements of sensitive fish species to less-than-significant. (DEIR, p. 6.2-45)

6.2-10 Development of the Specific Plan could conflict with local policies protecting trees. Without mitigation, this is a *potentially significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:

The project applicant shall comply with the City's tree ordinance and implement the following tree-protection measures prior to and during project construction.

To the maximum extent feasible, the project design shall avoid loss of any protected tree. The project applicant shall retain a certified arborist to survey trees in the Specific Plan Area, including potential laydown areas, and identify and evaluate trees that will be removed. If the arborist's survey does not identify any protected trees that would be removed or damaged as a result of the Specific Plan Area, no further mitigation is necessary.

If protected trees (or their canopy) are identified within the affected area, measures shall be taken to avoid impacts on protected trees, as detailed in the City's tree ordinance. Protected trees that are lost as a result of the project will be replaced according to the provisions of the ordinance (Section 12.64.040), which generally requires a 1-inch-diameter replacement for each inch lost. Tree replacement shall occur after project construction and will be monitored by qualified arborists.

All native oaks greater than 6 inches in diameter at 48 inches above grade that are approved for removal or are critically damaged during construction shall be replaced by a greater number of the same species. At a minimum, one tree shall be planted for each inch in the diameter of the removed tree at 48 inches above grade. The exact size and number of replacement trees shall be determined by the City of Sacramento Urban Forest Services. A qualified biologist shall monitor trees during construction and the following spring and monitor the growth and survival of the newly planted trees. All revegetation plans shall require monitoring the newly transplanted trees for at least 5 years and the replacement of all transplanted trees that die during that period.

Finding: The City of Sacramento has adopted an ordinance to protect trees as a significant resource to the community. Construction within the Specific Plan Area would likely result in the disturbance or loss of protected trees. Protected trees could be removed or affected during staging, trimming for equipment access, and other construction related activities. The loss of protected trees, including oak trees (*Quercus* sp.) could conflict with the City tree ordinance. Implementation of Mitigation Measure 6.2-10 would require all project construction to comply with the City ordinance, ensuring a no net loss of protected trees. Complying with Mitigation Measure 6.2-10 would reduce any impact to less than significant. (DEIR, p. 6.2-46)

Cultural Resources

6.3-1 The proposed project could cause a substantial adverse change in the significance of an archaeological resource, including human remains. Without mitigation, this is a *potentially significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:

- a) Prior to any ground-disturbing activity in Archaeologically Sensitive Areas (ASAs), a focused Archaeological Testing Plan (ATP) shall be prepared and implemented to determine the presence/absence of archaeological resources and to assess their eligibility to the CRHR. The ATP shall be reviewed and approved by the Preservation Director prior to implementation. A programmatic ATP is provided in Appendix G of this EIR.
- b) If the testing program identifies CRHR-eligible archaeological resources, an Archaeological Mitigation Plan shall be prepared and implemented.

- c) With respect to portions of ASAs where ground-disturbing activities would take place but that are not subject to the archaeological test investigation referred to above, a Construction Monitoring Plan shall be prepared and implemented to ensure appropriate identification and treatment of unanticipated archaeological resources, if any are discovered during grading or construction activities.
- d) Prior the commencement of any ground disturbance in the 6th-7th Street Corridor ASA, consultation shall be initiated between the landowner or his representative and the appropriate Native American group having traditional authority over the Initial Phase Area. The goal of the consultation shall be to formulate procedures for the treatment of Native American human remains, should any be uncovered during project activities.
- e) All earth-moving activities within the Specific Plan Area shall be monitored by an archaeologist approved by the City of Sacramento Preservation Director. Prior to any earth-moving activities, for each phase of the project a focused Monitoring and Unanticipated Discovery Plan shall be written by a qualified archaeologist and submitted to the City of Sacramento Preservation Director for approval. In the event that unanticipated archaeological resources or human remains are encountered, compliance with federal and state regulations and guidelines regarding the treatment of cultural resources and human remains shall be required. The following details the procedures to be followed in the event that new cultural resource sites or human remains are discovered.
 - i. If the monitoring archaeologist believes that an archaeological resource has inadvertently been uncovered, all work adjacent to the discovery shall cease, and the appropriate steps shall be taken, as directed by the Preservation Director in consultation with the archaeologist, to protect the discovery site. The area of work stoppage will be adequate to provide for the security, protection, and integrity of the archaeological resources in accordance with Federal and State Law. At a minimum the area will be secured to a distance of 50 feet from the discovery. Vehicles, equipment, and unauthorized personnel will not be permitted to traverse the discovery site. The archaeologist will conduct a field investigation and assess the significance of the find. Impacts to cultural resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by the archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological Documentation. All identified cultural resources shall be recorded on the appropriate DPR 523 (A-L) form and filed with the North Central Information Center.
 - ii. If human remains are discovered at the project construction site during any phase of construction, all ground-disturbing activity within 50 feet of the resources shall be halted and the County Coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County Coroner to be Native American, the

Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. If the remains are determined to be Chinese, or any other ethnic group, the appropriate local organization affiliated with that group shall be contacted and all reasonable effort shall be made to identify the remains and determine and contact the most likely descendant. The approved mitigation shall be implemented before the resumption of ground-disturbing activities within 50 feet of where the remains were discovered.

If the remains are of Native American origin, the landowner or the landowner's representative shall contact the Native American Heritage Commission to identify the Most Likely Descendant. That individual shall be asked to make a recommendation to the landowner for treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.983.

If the Most Likely Descendant fails to make a recommendation or the landowner or his authorized representative rejects the recommendation of the descendant, and if mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner, then the landowner or authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.

Finding: Construction activities in the Specific Plan Area could potentially impact currently undiscovered archeological resources. Implementation of Mitigation Measure 6.3-1 would ensure that CRHR-eligible resources are identified and that the important information these remains contain is recovered. Additionally, compliance with this mitigation measure will ensure that human remains are treated appropriately. With implementation of this mitigation measure, the impact is reduced to less than significant. (DEIR, pp. 6.3-47 – 6.3-49; FEIR, pp 3-11 – 3-12).

6.3-2 The proposed project could cause a substantial adverse change in to the Southern Pacific Railroad Shops, a historical resource as defined in Section 15064.5 of the State CEQA Guidelines, through the potential alteration and demolition of character-defining features of contributing elements of the Historic District. Without mitigation, this is a *potentially significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:

- a) An Architectural Historian qualified under the Secretary of the Interior's Standards shall be retained to prepare the necessary documentation to formally list the Central Shops Historic District as a locally Adopted Historic District. The

Central Shops Historic District shall be adopted by the City prior to alteration of the buildings on the site beyond stabilization recommendations approved in the ARG report.

- b) A copy of the full Southern Pacific Company Sacramento Shops HAER document (HAER CA303) shall be acquired, including the historic narrative, architectural drawings, and photographs, and archive quality copies disseminated to the appropriate state, regional, and local repositories.
- c) Consistent with the City's Historic Preservation Ordinance, and in coordination and consultation with the Preservation Director, a Historic District Plan that is specifically focused on the Historic District in the Central Shops shall be prepared. The Historic District Plan shall include, at a minimum, the following components:
 - 1. Statement of the goals for review of development projects within the Historic District;
 - 2. A representation of the historical development of land uses, existing land uses, and any adopted plans for future land uses;
 - 3. A statement of findings, including the following:
 - a. The historical or pre-historical period to which the area is significant.
 - b. The predominant periods or styles of the structures or features therein.
 - c. The significant features and characteristics of such periods or styles, as represented in the Historic District, including, but not limited to, structure height, bulk, distinctive architectural details, materials, textures, archeological and landscape features and fixtures.
 - d. A statement, consistent with Article IV, Sacramento Register of Historic and Cultural Resources, of this chapter, of the standards and criteria to be utilized in determining the appropriateness of any development project involving a landmark, contributing resource or noncontributing resource within the Historic District.

Finding: Compliance with these mitigation measures, in combination with proposed Specific Plan policies, the Design Guidelines and the City Preservation Ordinance, would ensure proper preservation of the historic railroad shops. The designation of the Historic District would create a clear definition of character-defining features. This would clarify the potential impacts on the historical resource from future components of the Specific Plan Area. Further, a Historic District Plan would ensure that the integrity of the historic shops is maintained. A Certificate of Appropriateness must be obtained

prior to altering a historic resource. Implementation of these mitigation measures would reduce the impact to less than significant. (DEIR, pp. 6.3-50 – 6.3-51; FEIR, p. 3-12)

6.3-6 The proposed project could cause a substantial adverse change in the significance of the remnant portion of the Pioneer/Sperry Grain Mill, California State Landmark 780 the First Transcontinental Railroad, and the Levees. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:

- a) A qualified architectural historian shall be retained to inventory and record the route of the First Transcontinental Railroad through the project site to HABS/HAER standards. The HABS/HAER recordation shall be disseminated to the appropriate repositories.
- b) The historical information about the resource shall be integrated into the interpretation displays and signage along the route.
- c) Implement Mitigation Measure 6.3-1(e).

Finding: Implementation of these mitigation measures require that the First Transcontinental Railroad be inventoried and evaluated by a qualified architectural historian for its potential historic significance and eligibility as a historical resource and that an archaeological monitor be present during earth moving activities (pursuant to Mitigation Measure 6.3-1(e)) on the project site. The following mitigation measures would reduce this impact to less than significant. (DEIR, p. 6.3-55)

6.3-8 The proposed project could contribute to the cumulative degradation or loss of archaeological resources, including human remains. Without mitigation, this is a *potentially significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:

Implement Mitigation Measures 6.3-1(a) through 6.3-1(e).

Finding: The proposed project has the potential to adversely affect significant archaeological resources that are unique and non-renewable members of finite classes. Therefore the project's incremental contribution to these cumulative effects would itself be potentially cumulatively considerable. Implementation of these mitigation measures would reduce the project's contribution to this cumulative impact to a less than considerable level and therefore the cumulative impact would be less than significant.

Seismicity, Soils and Geology

6.4-4 The proposed project could result in damage to the historic Central Shops. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:

- a) To the extent feasible, the historic buildings shall be stabilized and reinforced prior to trenching or other construction activities adjacent to the buildings.
- b) The project applicant shall take reasonable precautions to protect historic structures from damage, such as settlement, caused by excavation, trenching, dewatering, or other construction activities adjacent to the buildings that could affect the integrity of the buildings or expose workers to physical hazards.
- c) Measures shall be taken to reduce or eliminate potential ground settlement of the areas surrounding the historic buildings due dewatering, excavation, or adjacent construction. A pre-excavation settlement-damage survey shall be prepared that shall include, at a minimum, visual inspection of existing vulnerable structures for cracks and other settlement defects, and establishment of horizontal and vertical control points on the buildings. A monitoring program of surveying horizontal and vertical control points on structures and shoring shall be followed to determine the effects of dewatering, excavation, and construction on the particular building site. If it is determined by the engineer that the existing buildings could be subject to damage, work shall cease until appropriate remedies to prevent damage are identified.

Finding: Construction work such as excavation, trenching and dewatering will need to be performed around the existing historic buildings. These activities could cause temporary soil settling and ground instability which pose a potential risk of damage to the historic buildings. Implementation of Mitigation Measure 6.4-4 would ensure that the historic buildings are stabilized prior to any surrounding construction work. This mitigation measure would reduce any impact to less than significant.

Hazards and Hazardous Substances

6.5-1 Development of the proposed Specific Plan would occur on property that is known to contain contaminated soil, which could present a hazard to construction workers if not properly managed. Without mitigation, this is a *potentially significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:

The City shall enforce the following requirements for construction on the Specific Plan Area:

- a) The City recognizes that DTSC has ultimate authority regarding approval of health risk assessments. However, through a new Tri-Party MOU, the City may provide input to DTSC if any assumptions employed appear to be inaccurate or differ from those previously prepared.
- b) Each developer's general contractor shall prepare a site-specific construction worker health and safety plan containing construction worker health and safety requirements based on the levels of remediation already performed in each project area.
- c) Contractors shall be given a worker health and safety guidance document at the time of grading or building permit application to assist them in preparing site-specific worker health and safety plans. Pursuant to the requirements of state and federal law, the site-specific health and safety plan may require the use of personal protective equipment, onsite continuous air quality monitoring during construction, and other precautions.
- d) During construction, except in imported clean fill areas, all excavation, soil handling, and dewatering activities shall be observed for signs of apparent contamination by the developer under DTSC oversight.
- e) In addition to these steps, DTSC, through the new Tri-Party MOU, shall provide for environmental oversight, including site inspection during construction and procedures for detecting previously undiscovered contamination during site excavation as well as contingency plans for investigation, remediation and disposal of such contamination.

Finding: Construction activities that move soil, such as grading, trenching and excavation, could expose construction workers to chemicals not only near the surface, but also deeper in the soil column if levels of contaminants were not remediated to safe levels. The levels of residual contaminants that DTSC will allow to remain on-site in soils were established to ensure that construction workers would not be at risk to an unacceptable level of exposure. More importantly, no construction, especially earth-disturbing activities, will occur in the Specific Plan Area until DTSC-approved Target Cleanup Levels are achieved. These mitigation measures will apply to all construction activity on the Specific Plan Area site and will ensure that construction workers are protected from unacceptable exposure to residual levels of hazardous substances during site development. Implementation of these mitigation measures will reduce potential impacts to less-than-significant. (DEIR, p. 6.5-25)

6.5-2 Development of the proposed Specific Plan would occur on property that is known to contain contaminated soil and groundwater, which could present a

hazard to people during occupancy of the proposed project if not properly managed. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:

In areas where the groundwater contamination has the potential to reach water, sewer or storm drainage pipelines due to fluctuations in the elevation of the groundwater table, or where volatile contaminants in soil vapor could enter porous utility lines, measures will be used to prevent infiltration in accordance with DTSC requirements. Routine monitoring shall be performed by the landowners, reported to DTSC and CVRWQCB, and corrective actions implemented if the results indicate adverse changes in water quality.

Finding: The development of the proposed Specific Plan will be consistent with the remediation action plans and deed restrictions. Therefore the proposed project would not substantially increase the risk of exposure of construction workers or future occupants to hazardous substances contamination in soil or groundwater at the project site. However, porous utility lines could be infiltrated by contaminated groundwater. Absent mitigation, this would be a significant impact. Mitigation Measure 6.5-2 will ensure that steps will be taken to prevent infiltration. Complying with DTSC requirements will help prevent this. Implementation of Mitigation Measure 6.5-2 will reduce any impact to less than significant. (DEIR, pp. 6.5-26 – 6.5-30)

6.5-3 Soil remediation activities will occur concurrently with development of the proposed Specific Plan, which could expose project occupants or visitors to adverse health effects associated hazardous substances. Without mitigation, this is a *potentially significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:

- a) With the exception of the Central Shops, development of any parcel site shall only be permitted if relevant soil remediation for an entire block and the full right-of-way of all surrounding streets has been completed. Thus, occupancy of a portion of a block will be prohibited unless the entire block and the area immediately surrounding the block are remediated accordingly.
- b) Fencing shall prevent access to surface soil in unremediated areas of the site.
- c) Dust control for active cleanup sites shall be implemented.
- d) Construction site air monitoring, if required by site-specific conditions, shall be conducted.
- e) Compliance with building design requirements, to be included in the building code ordinance, for preventing the intrusion of subsurface vapors into buildings

and enclosed spaces and the buildup of soil vapors in enclosed spaces where applicable, shall be required if determined by DTSC to be necessary.

- f) Prior to approval of any grading permit, developers shall demonstrate access to a nearby secure holding area for interim storage of contaminated soil that could be uncovered during construction, and provide a plan for transport of soil to the holding area.
- g) Developers shall be required to employ construction dewatering techniques, should they become necessary, that minimize potential for pulling groundwater contaminants to the surface. Contingency plans for pretreatment of contaminated groundwater, if necessary, shall be in place prior to the start of construction in the event that extracted water cannot be sent to the regional wastewater treatment plant.
- h) Prior to issuance of a grading permit, the developer shall demonstrate compliance with all applicable protective measures. If the level of protection is inadequate, implementation of additional protective measures is required; the City may review this Specific Plan to determine if amendments are required to protect human health and the environment.

Finding: As portions of the Specific Plan Area are developed, an increasingly greater number of people will be present in the project site. Through the free movement of residents, visitors, and routine transport of goods and services through the project site, individuals could be exposed to potential risks associated with chemicals in soil that could be encountered at the point in time when the remaining cleanup activities are ongoing. Unmitigated releases of hazardous substances in excess of risk-based standards could result in adverse short-term or long-term human health or environmental effects. However, it should be noted that, generally, the greatest risk of exposure would occur during waste removal and soil consolidation activities. Nonetheless, mitigation measure 6.5-3 will ensure that occupancy of an area of the project site will be permitted only when the entire block has been successfully remediated. Further, dust control, fencing, air monitoring, and compliance with all necessary protective measures will reduce the impacts to individuals in the project area. Implementation of mitigation measure 6.5-3 will reduce any impact to less than significant. (DEIR, p. 6.5-30)

6.5-4 Construction of site features such as infrastructure and buildings could interfere with existing and/or planned remediation efforts. Without mitigation, this is a *potentially significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:

- a) Project developers and their contractors shall coordinate with the City of Sacramento, DTSC, and other involved agencies, as appropriate, to assure that

project construction shall not interfere with any adjacent and/or on-site existing and/or planned remediation activities or unduly delay any existing and/or planned site remediation activities.

- b) The project developers and their contractors shall comply with all applicable site controls established for site remediation activities through the approved RAPs and RDIP and shall ensure that project construction does not prevent such compliance.
- c) Implement Mitigation Measure 6.5-3.

Finding: Development of portions of the Specific Plan would occur simultaneously with implementation of the site cleanup activities that are being implemented through DTSC-approved cleanup plans. Unless planned and coordinated with site remediation activities, development could interfere with remediation efforts, resulting in delays. Compliance with Mitigation Measures 6.5-3 and 6.5-4 would ensure that project developers and their contractors are aware of the timing, locations, and types of remediation activities. This would prevent construction activities from inadvertently or adversely affecting cleanup activities. Such efforts would ensure that contaminated substances would not be inadvertently encountered (e.g., infrastructure improvements involving trenching through the project site) and that soils or contaminated substances are not inappropriately moved or used within the site. Implementation of these mitigation measures would reduce the impact to less than significant. (DEIR, p. 6.5-31; FEIR, p. 3-15)

6.5-5 Throughout the life of the project, currently proposed land uses may be changed and new construction may occur, exposing construction workers and site occupants to unacceptable levels of contaminated soil and/or groundwater in the Specific Plan Area. Cleanup standards affecting soil could also be revised downward in light of new scientific information, indicating that planned cleanup levels may not be as protective of human health as originally assumed. Without mitigation, this is a *potentially significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:

Hazardous substances review at the development permitting stage shall involve consulting with DTSC to determine if changing standards will trigger the need for additional remediation under the following circumstances:

- Sites that currently expose the general public to bare soil or landscaped soil shall be reevaluated if a significant change of standards has occurred since the last such evaluation.
- In utility corridors, existing cleanup levels shall be reevaluated to ensure that construction worker health and safety is adequately protected if a significant change in standards occurs.

- On development parcels where remediation standards are revised significantly downward following remediation but before site development, cleanup levels shall be reevaluated for consistency with proposed land use.

Finding: Compliance with Mitigation Measure 6.5-5 will ensure than any future changes in development or land use would not expose individuals to unacceptable levels of contamination. In addition to consulting with DTSC regarding the need for additional remediation, any changes in development or land use must also be consistent with the Tri-Party MOU. Implementation of these measures will ensure ongoing communication with DTSC and the City and will subsequently reduce any impacts to less than significant. (DEIR, p. 6.5-33)

6.5-6 Central Shops buildings that will be renovated and/or restored are likely to contain asbestos, lead-based paint, or other hazardous substances, which could be released to the environment if not properly identified, removed, contained, and transported for disposal at approved sites. Without mitigation, this is a *potentially significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:

Prior to renovation and/or restoration of the Central Shops buildings, the project applicant shall provide written documentation to the City that asbestos-containing materials (ACM) and lead-based paint has been abated and any remaining hazardous substances and/or waste have been removed in compliance with applicable state and local laws and regulations.

Finding: Although a regulatory framework exists governing the removal and disposal of hazardous items once identified, the Central Shops buildings have not been thoroughly investigated to determine the types, amounts, and locations of hazardous substances that could be present in building materials. Therefore, implementation of the proposed project expose construction workers, occupants, and/or site visitors to unmitigated hazards associated with the presence of hazardous substances (e.g., asbestos, lead, PCBs, etc.) in buildings that would be renovated and/or restored. Prior to any work on the Central Shops buildings, compliance with Mitigation Measure 6.5-6 will require written documentation that all hazardous substances have been removed and/or abated according to applicable laws. Implementation of this mitigation measure will reduce any impact to less than significant. (DEIR, p. 6.5-34)

6.5-9 Development of the West Jibboom Street Property in the Riverfront District (APN 002-0010-023) could expose construction workers to hazardous substances that could be present in soil or groundwater. Without mitigation, this is a *potentially significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:

Prior to development of the West Jibboom Street Property site, the results of a Phase 2 ESA and subsurface geophysical investigation shall be submitted to DTSC. If the Phase 2 ESA concludes that site remediation would be necessary to protect human health and the environment (if the site is developed as envisioned in the Specific Plan), the site shall not be developed until the site is remediated to levels that would be protective of the most sensitive population for the planned use.

Finding: Unidentified hazards could still be present at the proposed West Jibboom Street Property. Construction activities at that site could expose workers to contaminated soil, groundwater, or other hazardous substances or debris that may be present, if such hazards are not properly identified and managed prior to site work. Mitigation Measure 6.5-9 requires procedures to ensure that such hazards are properly identified and remediated prior to any construction activity. Implementation of Mitigation Measure 6.5-9 will reduce any impact to less than significant. (DEIR, p. 6.5-39)

6.5-10 Development of the proposed Specific Plan, in combination with development of other projects in the City of Sacramento that are on property that are known to contain, or could contain contaminated soil or groundwater, could present a hazard to construction workers if not properly managed. Without mitigation, this is a *potentially cumulative significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:

Implement Mitigation Measures 6.5-1, 6.5-3, 6.5-4, 6.5-5, and 6.5-9.

Finding: Implementation of Mitigation Measures 6.5-1, 6.5-3, 6.5-4, 6.5-5, and 6.5-9 would reduce potential project impacts related to redevelopment of the Specific Plan Area to a less-than-significant level. Moreover, it is extremely unlikely that any one individual outside of any particular project site construction zone would be exposed to maximum levels of construction-generated contaminated air emissions (if any) for the entire development period, even if controls were not in place. Additional risks that could be posed by other construction or remediation projects where contaminants could be disturbed would not significantly increase the risks to individuals. Consequently, the actual risks that might be realized by any one individual exposed to potential impacts from construction of the project site, in combination with other construction or remediation projects in which contaminated soils are present, would be minimal. The project would not result in a considerable contribution to a significant adverse hazard. Therefore, project construction- or remediation-related effects due to soil or groundwater contamination would be less-than-cumulatively significant, assuming implementation of appropriate controls at redevelopment projects.

6.5-11 The renovation and/or restoration of Central Shops buildings likely to contain asbestos, lead-based paint, or other hazardous substances, in

combination with similar activities at existing buildings in the City of Sacramento, could result in a release of hazardous substances to the environment if not properly identified, removed, contained, and transported for disposal at approved sites. Without mitigation, this is a *potentially significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:

Implement Mitigation Measure 6.5-6.

Finding: Prior to any work on the Central Shops buildings, compliance with Mitigation Measure 6.5-6 will require written documentation that all hazardous substances have been removed and/or abated according to applicable laws. Implementation of this mitigation measure would reduce the project's contribution this cumulative effect to the extent required by existing laws and regulations. Therefore, the cumulative effect would not be considerable, and impacts would be less than significant.

Hydrology and Water Quality

6.6-2 Operation of the proposed project would generate new sources of polluted runoff that could violate water quality standards or waste discharge requirements for receiving waters. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:

The proposed Specific Plan shall prohibit discharges to the Sacramento River from the cistern that do not meet the water quality standards set by the City and the CVRWQCB. If the cistern cannot meet the required water quality standards, then the proposed Specific Plan shall incorporate BMPs using the best available technology as provided in the Stormwater Quality Design Manual for the Sacramento and South Placer Regions (Manual) (May 2007) to reduce urban pollutant discharges to the Sacramento River to the maximum extent practicable.

Finding: Development of the Specific Plan Area will result in increased impervious surfaces as well as creating new sources for polluted runoff. Requiring compliance with Mitigation Measure 6.6-1 would ensure that water quality standards would still be met in the Specific Plan Area. Implementation of Mitigation Measure 6.6-2 would reduce the impact to less than significant.

6.6-5 Stormwater and operational runoff from the project would contribute to cumulative increases in discharge of urban pollutants to the Sacramento River, which could affect water quality. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:

Implement Mitigation Measures 6.6-2

Finding: Cumulative development in the City of Sacramento could include development of currently undeveloped land, thereby increasing the amount of impervious surfaces and would result in an associated increase in runoff. Runoff could carry increased levels of sediment (as a result of construction activities) and urban contaminants (post-construction) that could affect receiving water quality in the Sacramento River Basin.

In addition to implementing NPDES and SQIP requirements which would mandate that all potential discharges meet the Basin Plan discharge requirements, implementation of Mitigation Measures 6.6-2 would reduce impacts associated with increased urban runoff constituents through the implementation of avoidance BMPs or via management plans targeted for specific pollutant reduction. Because the proposed project would include implementation of BMPs and mitigation measures to manage water quality, and would be compelled to comply with the City's MS4 Permit requirements, cumulative contribution to the regional degradation of water quality would be reduced the project contribution to a less-than-considerable level and, thus, the cumulative impact is less than significant.

Noise and Vibration

6.8-3 The proposed Specific Plan could expose sensitive receptors in the Specific Plan Area to noise produced by onsite stationary sources. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:

The project sponsor shall ensure that the following measures are implemented for all development under the proposed Specific Plan:

- a) Prior to the issuance of building permits, the applicant shall submit engineering and acoustical specification for project mechanical HVAC equipment to the Planning Director demonstrating that the equipment design (types, location, enclosure, specifications) will control noise from the equipment to at least 10 dBA below existing ambient at nearby residential and other noise-sensitive land uses.
- b) Noise generating stationary equipment associated with proposed commercial and/or office uses, including portable generators,

compressors, and compactors shall be enclosed or acoustically shielded to reduce noise-related impacts to noise-sensitive residential uses.

Finding: There is a possibility of stationary source noise exceeding the standards established by the Sacramento Municipal Code at onsite residential and other noise-sensitive uses. This would come from HVAC units and other stationary noise sources within the Specific Plan Area. In order to reduce the impacts from new onsite stationary sources, the applicant must comply with Mitigation Measure 6.8-5. This would require that the applicant demonstrate that HVAC equipment will be at least 10 dBA below existing ambient at nearby noise-sensitive land use areas. Additionally, the applicant will have to take steps to reduce noise from other onsite stationary sources. Implementation of these mitigation measures will reduce the impact to less than significant.

6.8-5 Development of the Specific Plan could expose new receptors to vibration on an ongoing basis. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:

- a) The City shall work with UPRR and RT to identify methods of vibration reduction that could be implemented during UPRR track relocation and LRT track construction. Such methods could include, but would not be limited to:
 - soil densification under the tracks;
 - use of deep piles under the track bed;
 - use of tire derived aggregate below the track bed;
 - floating slab tracks;
 - for light rail, use of a resiliently supported fastener system; and
 - for light rail, installation of a ballast mat beneath the track.
- b) After relocation of the UPRR tracks, the applicant shall prepare a revised screening analysis to address reductions in the potential area of impact due to incorporation of measures in Mitigation Measure 6.8-3(a). The revised screening analysis shall supersede Figure 6.8-3 in this EIR.
- c) Prior to use of the relocated tracks, the historic structures to be retained in the Central Shops Historic District shall be stabilized using methods that would protect against vibration levels identified in the screening analysis.
- d) Prior to design review, the applicant shall have a certified vibration consultant prepare a site-specific vibration analysis for residential uses and historic structures that are within the screening distance (shown in Figure 6.8-3) for freight and passenger trains or light rail trains. The analysis shall detail how the

vibration levels at these receptors would meet the applicable vibration standards to avoid potential structural damage and annoyance. The results of the analysis shall be incorporated into project design.

Finding: To assess vibration impact significance for the Specific Plan Area, the Vibration Analysis applied the procedure described in the FTA Guidance Manual for screening separately to each source of vibration: rail, light rail transit, and highway. The Vibration Analysis is a conservative analysis for structural damage according to the City's standards, and therefore the buffer areas identified are greater than would be necessary to avoid exceedance of the City's damage thresholds. Nonetheless, there are areas within each District that could be subjected to disruptive levels of vibration. Implementation of mitigation measures 6.8-5 would ensure that vibration levels do not cause substantial annoyance or structural damage in the Specific Plan Area. Implementation of these mitigation measures will reduce the impact to less than significant. (DEIR, p. 6.8-28)

Parks and Open Space

6.9-1 The proposed Specific Plan would increase demand for parks and recreation facilities. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:

Prior to the recordation of the tentative map, the project applicant shall reach agreement with the City on an appropriate urban park standard and on which of the proposed project elements and acreage meet these parkland dedication requirements. The project applicant shall pay in-lieu fees (Quimby and/or PIF) on the difference in acreage between the City parkland requirement and the amount of parkland the proposed project would supply, or provide "turnkey" improvements equal to the value of in-lieu fees owed, if any.

Finding: Development of the Specific Plan would increase demand for parks and public recreation facilities. The Specific Plan will provide 41.16 acres of new parks and open space. However, based on the City park Service Level Goal, approximately 55 acres of Neighborhood Park, 55 acres of Community Park, and 176 acres of Citywide/Regional/Open Space parkland would be needed to adequately serve the project population. Although the Specific Plan will provide both active and passive open space, the proposed acreage will not meet the City's Service Level Goal. Applicant's compliance with Mitigation Measure 6.9-1 would ensure that any shortfall will be satisfied with in-lieu fees. Therefore, implementation of the mitigation measure will reduce any impact to less than significant. (DEIR, p. 6.9-14)

6.9-2 The proposed Specific Plan would increase demand for and use of the bicycle path network. Without mitigation, this is a potentially significant impact.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:

During construction, the project applicant shall not impede continuous access to the existing bike trail at the western boundary of the Specific Plan Area along the Sacramento River or provide an alternate bicycle access route through or around the Specific Plan Area.

Finding: Development of the Specific Plan would increase demand use of the bicycle path network. The proposed Specific Plan calls for a network of on- and off-street bicycle paths. Additionally, Bicycle parking would be located close to all residential buildings and commercial amenities. The proposed project's construction of bicycle paths would provide connections to the broader network of bike paths. While the existing regional bike trail at the western boundary of the Specific Plan Area along the Sacramento River is expected to be incorporated into the overall bicycle network for the Specific Plan Area, some disruption to the trail could occur during project construction. Compliance with Mitigation Measure 6.9-2 will ensure that any disruption to the bike trail during project construction would not block access to the existing bike trail. Implementation of the mitigation measure will reduce any impact to less than significant. (DEIR, p. 6.9-15)

6.9-3 The proposed Specific Plan would contribute to cumulative increases in the demand for additional parkland in the Central City. Without mitigation, this is a significant impact.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:

Implement Mitigation Measure 6.9-1.

Finding: Assuming a population of 72,000 in the year 2030 in the Central City, a total of approximately 936 acres of parkland would be needed to meet the City's Service Level Goal. Currently, the Central City area provides 275 acres of City parkland, 75 acres of which are developed, which would not satisfy the City's parkland Service Level Goal. It should be noted that the Specific Plan proposes dedication of more parkland than any other previously approved urban project in Sacramento. Nonetheless, because the Specific Plan would contribute to unmet park demand in the Central City, the Specific Plan's contribution is cumulatively considerable, and the impact is *significant*. Implementation of Mitigation Measure 6.9-1 would ensure that enough parkland is provided to advance the City's Service Level Goal. Therefore, the cumulative impact on parks and recreation facilities would be less than significant. (DEIR, p. 6.9-15)

Public Services

6.10-10 The proposed project could result in a school within 1,500 feet of a railroad track. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:

Prior to school site approval, the Sacramento Unified School District shall retain a competent professional to prepare a safety study that assesses cargo manifests, frequency, speed, and schedule of railroad traffic, grade, curves, type and condition of track need for sound or safety barriers, need for pedestrian and vehicle safeguards at railroad crossings, presence of high pressure gas lines near the tracks that could rupture in the event of a derailment, and an evacuation plan. In addition to the analysis, the study shall identify and the district shall incorporate measures to avoid potentially hazards to students related to proximity to the rail line on the campus.

Finding: Placement of a school near a railroad track could result in potentially hazardous situation for students. The California Education Code guides school site development by establishing thresholds for development. Section 14010 (d) specifically outlines measures that shall be taken if a school is proposed within 1,500 feet of a railroad track. The potential school site identified in the Specific Plan is adjacent to the Union Pacific Railroad tracks. Mitigation Measure 6.10-10 would ensuring that proper precautions are taken to protect students from potential hazards resulting from placing a school near a railroad track. Implementation of this mitigation measure would reduce any impacts to less than significant. (DEIR, p. 6.10-47)

Public Utilities

6.11-1 The proposed project would increase wastewater and stormwater flows requiring treatment. Without mitigation, this is a *potentially significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:

Prior to completion of the cistern, the City shall limit development of the proposed project so that combined wastewater and stormwater flows do not exceed the project's peak flow sewage generation rate of 9.43 mgd.

Finding: The proposed project would increase the amount of developed land uses and population in the City and result in the generation and discharge of additional wastewater and stormwater runoff requiring treatment at the SRWTP. During wet weather, the City would only have capacity to receive 9.43 mgd from the Specific Plan Area. Compliance with Mitigation Measure 6.11-1 would ensure that flows to the SRWTP and CWTP do not exceed wastewater treatment plant capacity or result in construction or expansion of existing wastewater treatment plants. Implementation of this mitigation measure would limit the proposed project's combined wastewater and stormwater flows to a level that would not exceed the City's contract for flows to the SRWTP, thus resulting in a less-than-significant impact. (DEIR, pp. 6.1-10 – 6.1-11)

6.11-2 The proposed project would increase stormwater and wastewater flows over pre-development conditions through the CSS conveyance system. Without mitigation, this is a *potentially significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:

The City shall limit development of the proposed project so that combined wastewater and stormwater flows do not exceed a flow rate of five cubic feet per second, until (1) the cistern and outfall for stormwater flows are constructed, and/or (2) planned CSS improvements for wastewater flows are implemented.

Finding: The proposed project would increase the amount of impervious surfaces, building space, and population in the City, resulting in an expected increase in the amount of stormwater runoff compared to existing baseline conditions. In addition, development of the proposed project would increase the amount of wastewater produced and collected at the site. As a result, there would be an expected increase in the flows received by the City's CSS, which has physical and contractual capacity limitations. This could exceed the existing capacity of the CSS system. Mitigation Measure 6.11-2 would reduce impacts from the construction of new or expanded facilities to convey increases in flows to the CSS system by ensuring that project development does not exceed the conveyance capacity of the CSS prior to planned improvements in the CSS system. Therefore, implementation of mitigation measures would reduce any impacts to less than significant. (DEIR, pp. 6.11-11 – 6.11-12)

6.11-8 The proposed project would contribute to cumulative increases in the need for water supply treatment and/or distribution facilities. Without mitigation, this is a *potentially significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:

- a) Implement Maximum Day Demand Conservation in the proposed project.

The City's 2006 UWMP presents three future demand projection scenarios spread over a twenty-five year planning horizon, they include a "no conservation" scenario, a 7.5 percent conservation scenario and a 25.6 percent conservation scenario.

Assuming that as a mitigation measure the proposed project could achieve 7.5 percent conservation in average day demands, the proposed project would roughly save approximately 287,250 gpd (3.54 mgd) and reduce average annual demands to 3,965 AFA down from the calculated demand of 4,295 AFA for a savings of 330 AFA. The conservation savings achieved at the project site would not reduce the maximum day demands enough to overcome the 2020 City-wide capacity deficit; therefore, this ultimately is a City-wide issue and the City would be need to the address future potential maximum day demand deficit on a larger scale to reduce the potentially significant cumulative impact to a less-than-significant level.

- b) Implement Diversion and WTP as cost-sharing partner in Sacramento River Water Reliability Study.

The City is a partner on the Sacramento River Water Reliability Study, which is investigating alternatives for an additional 365 cfs (235 mgd) diversion on the Sacramento River and an associated water treatment facility. The City would have access to 145 mgd of the available 235 mgd. The 145 mgd diversion and WTP alternative included in the SRWRS would avoid any future capacity deficits as shown in Table 6.11-9. Upon implementation of this new diversion and WTP plant project, the potentially significant cumulative impact would be reduced to a less than significant cumulative impact.

The SRWRS requires is undergoing environmental review under CEQA and NEPA, in addition to compliance with Endangered Species Act and other applicable regulatory requirements. This process began in 2002 with the authorization of Public Law 106 – 554 and is currently ongoing. USBR is the federal lead agency and Placer County Water Agency is the local lead agency. The draft environmental documentation is scheduled to be completed in the spring of 2008 and would be certified in early 2009. USBR plans to issue a Record of Decision in spring 2009.

The construction and operation of a second Sacramento River diversion and WTP could result in, at a minimum, the following potentially significant environmental impacts:

- Exposure of soils to erosion and loss of topsoil during construction;
- Surface water quality degradation (cumulative impact);
- Destruction or disturbance of subsurface archeological or paleontological resources;
- Construction-related air emissions;
- Construction and operations-related noise impacts;
- Visual and/or light and glare impacts;
- Loss of protected species and degradation or loss of their habitats;
- Conversion of existing agricultural lands or resources;
- Degradation of fisheries habitat (cumulative impact); and
- Exposure to pre-existing listed and unknown hazardous materials contamination.

Mitigation measures would be to need developed to reduce any potentially significant impacts to less than significant levels. As such, due to the timing uncertainties associated with the long-term water supply infrastructure necessary to overcome the cumulative maximum day demands deficit in 2020, project-specific mitigation measures would need to be tailored to the proposed project. The following are illustrative of the types of mitigation measures that could be implemented to avoid or reduce those impacts listed above to less than significant levels:

- Reduction in operational and construction air emissions as required by SMAQMD;
- Avoidance of surface water pollution through control of on-site stormwater flows, protection of top soils or stock piles from wind and water erosion, and implementation of related BMPs;
- Minimization of operational and construction noise through the use of noise attenuation measures;
- Avoidance and/or implementation of appropriate measures to restore, create, preserve or otherwise compensate for effects to biological resources;
- Avoidance of effects to buried cultural resources through investigation and pre-testing, and/or on-site archaeological monitoring and implementation of appropriate steps if cultural resources are discovered during earth moving activities;

- Avoidance of hazardous materials effects through appropriate investigation and remediation of any on-site hazards; and
- Avoidance, preservation or other appropriate compensation for loss of or adverse effects to important farmlands.

The City, as a lead or responsible agency, would be required to implement mitigation measures identified for each mitigation project. The City would not be responsible for the actions taken by other local jurisdictions or agencies.

c) Implement a City of Sacramento Only Sacramento River Diversion and WTP.

Another mitigation option would be for the City to be the sole operator of the second Sacramento River diversion and Elverta Road WTP project. Under this option, the diversion and WTP would be scaled down to provide the additional capacity needed to meet only the City's maximum day demands when diversion limitations apply at FWTP under the City WFA PSA. As presented in the SRWRS, the City would most likely construct capacity to divert roughly 235 cfs and could treat up to 145 mgd at the new WTP. This new diversion and WTP would avoid any future maximum day capacity deficits through 2030 and beyond, as shown in Table 6.11-10, the new 145 WTP would provide capacity to meet all demands through 2030.² This was presented as one of the alternatives in the SRWRS; therefore, it is reasonable to assume this as a feasible mitigation measure. Upon implementation of this diversion and WTP project, the potentially significant cumulative impact would be reduced to a less than significant cumulative impact.

As with the previous SRWRS alternative, this City-only project requires its own environmental review, whether as part of the SRWRS or as an independent project, in addition to compliance with all applicable regulatory requirement.

The construction and operation of a second Sacramento River diversion and WTP as described above could in, at a minimum, result in the following potentially significant environmental impacts:

- Exposure of soils to erosion and loss of topsoil during construction;
- Surface water quality degradation (cumulative impact);
- Natural drainage courses and hydrology;
- Construction-related air emissions;
- Construction and operations-related noise impacts;
- Visual and/or light and glare impacts;
- Loss of protected species and degradation or loss of their habitats;

² *Executive Summary, Initial Alternatives Report, Final Version, March 2005. Sacramento River Water Reliability Study (attached as Appendix C).*

- Conversion of existing agricultural lands or resources;
- Degradation of fisheries habitat (cumulative impact); and
- Exposure to pre-existing listed and unknown hazardous materials contamination.

Mitigation measures would need to be developed to reduce any potentially significant impacts to less than significant levels. As such, due to the timing uncertainties associated with the long-term water supply infrastructure necessary to overcome the cumulative maximum day demands deficit in 2020, project-specific mitigation measures would need to be tailored to the proposed project. The following are illustrative of the types of mitigation measures that could be implemented to avoid or reduce those impacts listed above:

- Reduction in operational and construction air emissions as required by SMAQMD;
- Avoidance of surface water pollution through control of on-site stormwater flows, protection of top soils or stock piles from wind and water erosion, and implementation of related BMPs;
- Minimization of operational and construction noise through the use of noise attenuation measures;
- Avoidance and/or implementation of appropriate measures to restore, create, preserve or otherwise compensate for effects to biological resources;
- Avoidance of effects to buried cultural resources through investigation and pre-testing, and/or on-site archaeological monitoring and implementation of appropriate steps if cultural resources are discovered during earth moving activities;
- Avoidance of hazardous materials effects through appropriate investigation and remediation of any on-site hazards; and
- Avoidance, preservation or other appropriate compensation for loss of or adverse effects to important farmlands.

The City, as a lead or responsible agency, would be required to implement mitigation measures identified for each mitigation project. The City would not be responsible for the actions taken by other local jurisdictions or agencies.

d) Increase Groundwater Pumping.

As previously discussed, the City maintains 32 wells for potable use; 23 wells are actively used to supply drinking water.³ The total capacity of the wells is 33 mgd, containing a sustainable capacity of approximately 30 mgd and producing up to

³ Dan Sherry, City of Sacramento, Utilities Department. Status of groundwater wells, June 23, 2005.

33,600 AFA. In 2000 - 2005 the City's annual average groundwater pumping was 22,992 acre-ft.⁴

The proposed project's average annual demand is estimated at 3.83 mgd. In comparison to City-wide demands of 325 mgd in 2020 and up to 402 mgd in 2030 above-Hodge conditions, the proposed project's demand contribution is less than considerable. Nonetheless, under a dry year scenario, the project would increase demand on the City's water system infrastructure. In an effort to minimize the project's demand, the project could add new wells to the City's groundwater system paid for through developer or other water connection fees. Assuming a new groundwater well could pump roughly 1,000 gpm or 1.44 mgd, the 3 new wells would be needed to meet the project's peak day demands and offset the demand placed on the City's water system. Furthermore, each new project would have to pay their fair share to fund new groundwater wells to offset project-specific demands.

The City's water supply infrastructure is designed to serve the entire City-wide service area and new infrastructure ties into the existing system to meet both average and maximum day demands. The City supplements the surface water capacity by pumping groundwater to meet the maximum day demands. If no surface water diversion and treatment capacity is added by 2025, the City would need to more than double the peak day pumping rate to meet customer demands. This could not be achieved with the current well capacities and new wells would have to be installed. Upon implementation of this mitigation measure, the potentially significant cumulative impact would be reduced to a less-than-significant cumulative impact. This analysis assumes that additional wells would be installed in the SGA groundwater area.

The implementation of this mitigation measure would require environmental analysis to assess if the construction or operation of new wells would have any adverse environmental consequences and would require environmental evaluation. The new wells, appurtenances and infrastructure could result in the following potentially significant environmental impacts:

Exposure of soils to erosion and loss of topsoil during construction:

- Construction-related air emissions;
- Destruction of buried archeological or paleontological resources;
- Changes in natural drainage courses and hydrology;
- Construction and operations-related noise impacts;
- Visual and/or light and glare impacts;
- Conversion of existing agricultural lands or resources;

⁴ Calculated from the City of Sacramento, Department of Utilities, Operational Statistics Annual Reports.

- Drawdown of groundwater in the North American Subbasin; and
- Exposure to pre-existing listed and unknown hazardous materials contamination.

In addition, although this groundwater pumping mitigation measure could supply potable water to meet proposed site demands and offset a service area capacity deficit; this mitigation measure could also cause rapid drawdown of a sustained groundwater basin the results of which are counter to the SGA Groundwater Management Plan and WFA. Additionally, increasing groundwater withdrawals could adversely affect other groundwater pumping activities in the region, or cause dramatic changes within known and unknown groundwater contamination plumes in the Subbasin.

Mitigation measures would be to need developed to reduce any potentially significant impacts to less than significant levels. As such, due to the timing uncertainties associated with the long-term water supply infrastructure necessary to overcome the cumulative maximum day demands deficit in 2020, project-specific mitigation measures would need to be tailored to the proposed project. The following are illustrative of the types of, mitigation measures that could be implemented to avoid or reduce those impacts listed above to less than significant levels:

- 1) Reduction in operational and construction air emissions as required by SMAQMD;
- 2) Avoidance of surface water pollution through control of on-site stormwater flows, protection of top soils or stock piles from wind and water erosion, and implementation of related BMPs;
- 3) Minimization of operational and construction noise through the use of noise attenuation measures;
- 4) Avoidance and/or implementation of appropriate measures to restore, create, preserve or otherwise compensate for effects to biological resources;
- 5) Avoidance of effects to buried cultural resources through investigation and pre-testing, and/or on-site archaeological monitoring and implementation of appropriate steps if cultural resources are discovered during earth moving activities;
- 6) Avoidance of hazardous materials effects through appropriate investigation and remediation of any on-site hazards; and
- 7) Avoidance, preservation or other appropriate compensation for loss of or adverse effects to important farmlands.

The City, as a lead or responsible agency, would be required to implement mitigation measures identified for each mitigation project. The City would not be responsible for the actions taken by other local jurisdictions or agencies.

Finding: The proposed project along with buildout of the City's General Plan would create a maximum day deficit beginning in 2020. The City is aware of this shortfall, and has developed a number of ways in which to mitigate the potential future maximum day demand capacity deficit. The City could use a number of means to mitigate the potential future cumulative maximum day demand capacity deficit and the mitigation measures present these options. Since the capacity deficit will not occur until 2020, the City has time in which to address this capacity need, consistent with the City's historical practice of constructing, expanding and improving water supply facilities as needed to meet the City's increasing water supply demands. The most likely project, due to current progress, is the construction of an additional diversion and treatment facility on the Sacramento River whether as part of the SRWRS project or as a City-only project. This project as well as the other mitigation options identified would allow the City some degree of flexibility in how the City chooses to reduce the potentially significant cumulative impact. Implementation of one of these mitigation measures will reduce the impact to less-than-significant. (DEIR, p. 6.11-31)

Transportation and Circulation

6.12-6 The Initial Phase would increase demand on the public transit system. Without mitigation, this is a *potentially significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:

The project applicant shall coordinate with RT to provide modifications to both bus and light rail services and to help fund necessary improvements in order to serve the transit demand generated by the Initial Phase. The project applicant shall also dedicate right of way for the Downtown Natomas Airport (DNA) light rail system for the alignment and station located within the Specific Plan Area and pay a fair share contribution to fund construction of the DNA light rail system to mitigate the impacts of the Project on transit capacity.

Finding: The Initial Phase would increase demand for transit services. RT likely would not be able to accommodate the increased ridership without modifications to transit service. The Initial Phase would also generate demand for light rail service. Considering the recent increases in capacity associated with the LRT extension to the Downtown Amtrak Depot, the addition of Initial Phase generated trips would likely have nominal effect on the service. Mitigation Measure 6.12-6 would require the project applicant to coordinate with RT to provide appropriate modifications to bus services. Additionally, applicant will be required to dedicate right of way for the light rail system and pay fair share mitigation. Implementation of these mitigation measures would the transit system impacts to less-than-significant. (DEIR, p. 6.12-77).

6.12-7 The Initial Phase may interfere with the implementation of proposed bikeways. Without mitigation, this is a *potentially significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:

The applicant shall be required to prepare site plans showing all required bikeway facilities in compliance with City of Sacramento Standards. The Project entitlements shall be conditioned to provide the required bikeway facilities as part of improvement plan which includes alternate on-street and separated bikeway facilities that connect to the City's bicycle network. The project applicant shall work with the City to ensure that the proposed bikeway facilities would achieve the intent of the Bikeway Master Plan and meet the City's standards. Modifications to the proposed bikeways shall be made to satisfy the requirements of the City.

Finding: The Initial Phase may interfere with implementation of proposed bikeways described in the City of Sacramento Bikeway Master Plan. In order to lessen interference with proposed bikeways, the applicant will have to comply with Mitigation Measure 6.12-7. This mitigation measure requires the applicant to prepare site plans showing all the required bikeway in compliance with City of Sacramento Standards, and entitlements shall be conditioned to provide the required bikeway facilities. Implementation of this mitigation measure would reduce the impact to less-than-significant. (DEIR, pp. 6.12-77 – 6.12-78)

6.12-8 The Initial Phase would increase the number of pedestrians on the roadway system and some proposed project design elements could result in unsafe conditions for pedestrians. Without mitigation, this is a *potentially significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:

Pursuant to Title 16 (Subdivisions) and Title 18 (Development Requirements) of the City of Sacramento Municipal Code, the Initial Phase shall be conditioned to provide all frontage improvements which include sidewalks, gutters and planters to the satisfaction of Development Engineering Division.

Finding: The Initial Phase would result in the addition of employees, residents and visitors on nearby Transportation System, particularly between different land uses within the project site. It would also provide pedestrian linkages to the Sacramento River waterfront. The specific design elements for pedestrian access have not been defined at a sufficient level of detail to ensure that unsafe conditions for pedestrians would not occur. Implementation of Mitigation Measure 6.12-8, would sufficiently protect pedestrian safety. With implementation, the Initial Phase is not anticipated to result in unsafe conditions for pedestrians, including unsafe bicycle/pedestrian or

pedestrian/motor vehicle conflicts. Therefore, mitigation measure implementation would result in a less than significant impact. (DEIR, p. 6.12-78)

6.12-9 The Initial Phase of the Railyards Specific Plan could result in inadequate vehicle parking and bicycle parking capacity. Without mitigation, this is a *potentially significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:

In compliance with the Urban Permit Process and CEQA Conformity Report set forth in the Railyards SPD for development within the Railyards Specific Plan, all applications must include a parking management plan for City review to ensure adequate parking capacity based on the goals and objectives of the Central City Parking Master Plan adopted by the City Council in September 2006. Accordingly, more or less parking may be appropriate in a particular location based on factors such as geographic location, residential density, employment density, land use mix, transit accessibility, walkability, housing tenure and demographics, parking pricing or unbundling (parking sold or rented separately from building space). Parking management strategies may include:

- **Shared Parking:** A parking facility may serve multiple uses or destinations, particularly if destinations have different peak periods, or if they share patrons so that motorists park at one facility and walk to multiple destinations.
- **Parking Regulations:** Parking facilities may control who, when and how long they may be used in particular locations in order to prioritize parking facility use.
- **Remote Parking and Shuttle Service:** Shuttles or free transit service may be provided to connect destinations with remote parking facilities, allowing them to be farther apart than typical.
- **Walking and Cycling Improvements:** Improved walking conditions expand the range of parking facilities that serve a destination and increase the feasibility of shared parking facilities and use of remote parking facilities. Parking in one location and walking rather than driving to other destinations reduces vehicle trips and the amount of parking required at each destination. Walking and cycling improvements allow these modes to substitute for some automobile trips, and they encourage transit use, since most transit trips involve walking or cycling links.
- **Transportation Demand Management:** Strategies for transportation demand management (“TDM”) can increase transportation system efficiency by changing travel behavior – frequency, mode, destination or timing (e.g., shifting from peak to off-peak). TDM strategies are numerous, and may include alternative work schedules, bicycle improvements, bike/transit

integration, security improvements, park & ride, pedestrian improvements, ridesharing, shuttle services, improved taxi service, telecommuting, traffic calming, and transit improvements.

- **Parking Facility Design and Operation**: The physical layout, construction and day-to-day management of parking facilities can integrate them into communities, improve the quality of service experience by users, support parking management, and may be used to address specific problems.

The parking management strategy for the Initial Phase will include provision of bicycle parking capacity consistent with City Code requirements.

A well-constructed parking management plan for the Initial Phase and the provision of on-street parking will reduce the potential for increased congestion resulting from an inadequate parking supply. The number of on-street parking spaces has not been established and is not estimated to make up for the shortfall in the off-street parking supply. In addition, even a well-constructed parking management plan cannot be certain to eliminate the need for motorists to circulate to find parking. Therefore, the project will be required to provide parking consistent with the goals of the Central City Parking Master plan, after mitigation the impact on motor vehicle parking would be **less than significant**.

Finding: The Railyards SPD establishes the minimum parking ratios for uses within the Railyards Specific Plan Area. While these ratios establish *minimum* parking capacity in the Plan area and acknowledge that additional parking may be provided, the office ratios are lower than those in other areas of the Central City. If the Initial Phase of the Railyards Specific Plan would result in inadequate vehicle parking capacity, it could lead to physical environmental effects such as increased congestion as motorists circulate looking for parking spaces. In addition, the plans for development do not define how much bicycle parking would be provided. Mitigation Measure 6.12-9 will address these impacts. Compliance with the mitigation measures will alleviate the inadequate parking capacity and related congestion. Implementation of these mitigation measures will reduce the impact to less than significant. (DEIR, pp. 6.12-78 – 6.12-79)

6.12-15 The Initial Phase would increase demand on the public transit system. Without mitigation, this is a *potentially significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:

Implement Mitigation Measure 6.12-6.

Finding: For the reasons discussed in Mitigation Measure 6.12-6, the impact would be less than significant

6.12-21 The Initial Phase would increase demand on the public transit system. Without mitigation, this is a *potentially significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:

Implement Mitigation Measure 6.12-6.

Finding: For the reasons discussed in Mitigation Measure 6.12-6, the impact would be less than significant.

6.12-27 The Full Project would increase demand on the public transit system. Without mitigation, this is a *potentially significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:

Implement of Mitigation Measure 6.12-6.

Finding: For the reasons discussed in Mitigation Measure 6.12-6, the impact would be less than significant

6.12-28 The Full Project may interfere with the implementation of proposed bikeways. Without mitigation, this is a *potentially significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:

Implement Mitigation Measure 6.12-7.

Finding: For the reasons discussed in Mitigation Measure 6.12-7, the impact would be less than significant.

6.12.29 The Full Project would increase the number of pedestrians on the roadway system and some proposed project design elements could result in unsafe conditions for pedestrians. Without mitigation, this is a *potentially significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:

Pursuant to Title 16 (Subdivisions) and Title 18 (Development Requirements) of the City of Sacramento Municipal Code, the Full Project shall be conditioned to provide all

frontage improvements which include sidewalks, gutters and planters to the satisfaction of Development Engineering Division.

Finding: The Full Project would result in the addition of employees, residents and visitors on nearby Transportation System, particularly between different land uses within the project site. It would also provide pedestrian linkages to the Sacramento River waterfront. The specific design elements for pedestrian access have not been defined at a sufficient level of detail to ensure that unsafe conditions for pedestrians would not occur. Implementation of Mitigation Measure 6.12-29, would sufficiently protect pedestrian safety. With implementation, the Initial Phase is not anticipated to result in unsafe conditions for pedestrians, including unsafe bicycle/pedestrian or pedestrian/motor vehicle conflicts. Therefore, mitigation measure implementation would result in a less than significant impact. (DEIR, p. 6.12-134)

6.12-30 Buildout of the Full Project could result in inadequate vehicle parking and bicycle parking capacity. Without mitigation, this is a *potentially significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:

The Full Project shall provide enough parking spaces to comply with City code requirements unless otherwise approved by the City.

Finding: Implementation of Mitigation Measure 6.12-9 would reduce the bicycle parking impact to a less-than-significant level. In addition, after implementation of the mitigation measures discussed for parking impacts of the Initial Phase, the impact to motor vehicle parking would be less than significant. To further mitigate the impact, parking demand will be monitored during build out and adjustments to parking standards may occur as needed. (DEIR, pp. 6.12-134 6.12-135)

Urban Design and Visual Resources

6.13-3 The proposed project could create substantial new sources of light. Without mitigation, this is a *potentially significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:

- a) East of 6th Street, all exterior lighting and advertising (including signage) shall be directed onto the specific location intended for illumination (e.g., parking lots, driveways, and walkways) and shielded away from adjacent properties and public rights-of-way to minimize light spillover onto adjacent areas. Light structures for surface parking areas, vehicular access ways, and walkways shall not exceed a height of 25 feet. In addition, monument lighting and night-lit

signage is prohibited on building facades that face existing residential neighborhoods.

- b) Prior to issuance of a Site Development Permit for each specific development project, the applicant shall submit a lighting plan to the Development Services Department for review and approval. The plan shall specify the lighting type and placement to ensure that the effects of security and other outdoor lighting are minimized on adjacent uses and do not create spillover effects.
- c) Landscape illumination and exterior sign lighting shall follow the City's Municipal Code.

Finding: Depending on the specific lighting design, the construction of new buildings to the west and north that could reach as high as 25 to 30 stories (300 to 360 feet) could result in light spillover onto adjacent residential properties. Additionally, because a lighting plan has not yet been submitted for the proposed Specific Plan, it is possible that high-rise buildings could include neon lights, monument lighting, or lighted signs, new sources of nighttime lighting that could shine into windows of the residential neighborhood and create light pollution disturbances, which do not presently exist. The policies contained in the Draft Railyards Design Guidelines encourage lighting that could minimize or avoid such effects; however, the policies are not sufficiently protective to ensure avoidance of such adverse effects. Compliance with Mitigation Measures 6.13-3(a) through 6.13-3(c) would be required to reduce these potentially significant lighting impacts. Implementation of these mitigation measures would sufficiently reduce the lighting impacts to less than significant. (DEIR, pp. 6.13-31 – 6.13-32)

6.13-4 The proposed project could create a new source of glare. Without mitigation, this is a *potentially significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:

Highly reflective mirrored glass walls shall not be used as a primary building material (no more than 35 percent) for building facades adjacent to major roadways. Instead, low emission (Low-E) glass shall be used in order to reduce the reflective qualities of the building, while maintaining energy efficiency.

Finding: Glare is caused by light reflections from pavement, vehicles, and building materials such as reflective glass and polished surfaces. During daylight hours, the amount of glare depends on the intensity and direction of sunlight. Glare can create hazards to motorists and nuisances for pedestrians and other viewers. Mitigation Measure 6.13-4 would ensure that potential glare impacts would be minimized by limiting the permitted construction materials of new buildings to non-reflective materials. Implementation of this mitigation measure would reduce impacts associated with glare to less than significant. (DEIR, pp. 6.13-33 – 6.13-34)

6.13-8 Implementation of the proposed project, in combination with cumulative development along major roadways in the project vicinity, could create cumulative glare that could affect adjacent properties. Without mitigation, this is a *potentially significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact:

Implement Mitigation Measure 6.13-4.

Finding: Implementation of Mitigation Measures 6.13-4 would reduce the project contribution to this significant cumulative effect to a less-than-considerable level. Thus, with implementation of this mitigation measure, this cumulative impact would be reduced to less-than-significant. (DEIR, p. 6.13-37)

B. Significant or Potentially Significant Impacts for which Mitigation is Outside the City's Responsibility and/or Jurisdiction.

Mitigation measures to mitigate, avoid, or substantially lessen the following significant and potentially significant environmental impacts of the Project, are within the responsibility and jurisdiction of another public agency and not the City. Pursuant to section 21081(a)(2) of the Public Resources Code and section 15091(a)(2) of the CEQA Guidelines, the City Council, based on the evidence in the record before it, specifically finds that implementation of these mitigation measures can and should be undertaken by the other public agency. The City will request, but cannot compel implementation of the identified mitigation measures described. The impact and mitigation measures and the facts supporting the determination that mitigation is within the responsibility and jurisdiction of another public agency and not the City, are set forth below. Notwithstanding the disclosure of these impacts, the City Council elects to approve the Project due to the overriding considerations set forth below in Section G, the statement of overriding considerations.

6.12 Transportation and Circulation

Impact: 6.12-3 The Initial Phase would add traffic to the study freeway mainline segments and cause the level of service to degrade below LOS E. Without mitigation, this is a *significant impact*.

The following mitigation measure(s) within the authority of the City to impose has been adopted to address this impact to the extent feasible: The City will mitigate freeway impacts by requiring the project applicant to pay a fair share contribution to fund the Downtown Natomas Airport (DNA) light rail system which will provide an alternative transportation mode.

Finding: (1) DNA may not fully mitigate the impact of the Project on the freeway system. (2) Freeway mainline improvements are within the exclusive jurisdiction of Caltrans which can and should propose and adopt appropriate improvement plans that would reduce freeway mainline impacts pursuant to Public Resources Code Section 21081 and CEQA Guideline Section 15091.

For these reasons, the impact remains *significant and unavoidable*

Impact: 6.12-4 The Initial Phase would add traffic to the study freeway interchanges and cause the level of service to degrade below those of the freeway mainline.

Finding: The EIR did not identify any feasible mitigation measures within the City's jurisdiction to reduce the impact of the project on I-5 freeway ramps. Widening the freeway may reduce the impact but the freeway interchanges are not under the jurisdiction of the City but are subject to Caltrans' jurisdiction. **For these reasons, the impact remains *significant and unavoidable*.**

Impact: 6.12-5 The Initial Phase would add traffic to the study freeway off-ramps and cause freeway off-ramp queues to exceed the available storage capacity.

Finding: The EIR did not identify any feasible mitigation measures within the City's jurisdiction that would reduce the impact on freeway ramp queues. Freeway ramps are not under the jurisdiction of the City but are subject to Caltrans' jurisdiction. **For these reasons, the impact remains *significant and unavoidable*.**

Impact: 6.12-10 The Initial Phase would increase traffic volumes at study area intersections and cause the level of service to deteriorate.

The following mitigation measure within the authority of the City to impose has been adopted to address this impact to the extent feasible:

The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression.

Finding: Freeway ramps are not under the jurisdiction of the City but are subject to Caltrans' jurisdiction. **For these reasons, the impact remains *significant and unavoidable*.**

Impact 6.12.12 The Initial Phase would add traffic to the study freeway mainline segments and cause the level of service to degrade below LOS E.

Finding: Freeway mainline segments are not under the jurisdiction of the City but are subject to Caltrans' jurisdiction. **For these reasons, the impact remains *significant and unavoidable*.**

Impact 6.12.13 The Initial Phase would add traffic to the study freeway interchanges and cause the level of service to degrade below those of the freeway mainline.

Finding: Freeway interchanges are not under the jurisdiction of the City but are subject to Caltrans' jurisdiction. **For these reasons, the impact remains *significant and unavoidable*.**

Impact 6.12.14 The Initial Phase would add traffic to the study freeway off-ramps and cause freeway off-ramp queues to exceed the available storage capacity.

Finding: Freeway off-ramps are not under the jurisdiction of the City but are subject to Caltrans' jurisdiction. **For these reasons, the impact remains *significant and unavoidable*.**

Impact 6.12-18 The Initial Phase would add traffic to the study freeway mainline segments and cause the level of service to degrade below LOS E.

Finding: Freeway mainline segments are not under the jurisdiction of the City but are subject to Caltrans' jurisdiction. **For these reasons, the impact remains *significant and unavoidable*.**

Impact 6.12-19 The Initial Phase would add traffic to the study freeway interchanges and cause the level of service to degrade below those of the freeway mainline.

Finding: Freeway interchanges are not under the jurisdiction of the City but are subject to Caltrans' jurisdiction. **For these reasons, the impact remains *significant and unavoidable*.**

Impact 6.12-20 The Initial Phase would add traffic to the study freeway off-ramps and cause freeway off-ramp queues to exceed the available storage capacity.

Finding: Freeway off-ramps are not under the jurisdiction of the City but are subject to Caltrans' jurisdiction. **For these reasons, the impact remains *significant and unavoidable*.**

C. Significant or Potentially Significant Impacts for which Mitigation Measures Found To Be Infeasible.

Mitigation measures to mitigate, avoid, or substantially lessen the following significant and potentially significant environmental impacts of the Project have been identified. However, pursuant to section 21081(a)(3) of the Public Resources Code and section 15091(a)(3) of the CEQA Guidelines, as to each such impact and mitigation measure,

the City Council, based on the evidence in the record before it, specifically finds that the mitigation measures are infeasible. The impact and mitigation measures and the facts supporting the finding of infeasibility of each mitigation measure are set forth below. Notwithstanding the disclosure of these impacts and the finding of infeasibility, the City Council elects to approve the Project due to the overriding considerations set forth below in Section (G), the statement of overriding considerations.

6.12 Transportation and Circulation

Impact: 6.12-3 The Initial Phase would add traffic to the study freeway mainline segments and cause the level of service to degrade below LOS E. Without mitigation, this is a *significant impact*.

Finding: No feasible mitigation measures were identified that would reduce the impact of the project on I-5 freeway ramps. Widening the freeway may reduce the impact but the freeway interchanges are not under the jurisdiction of the City but are subject to Caltrans' jurisdiction. Finally, no improvement is included in any of Caltrans' funding mechanisms. Because mitigation is beyond the control of the City and outside of its jurisdiction, and there is not an established funding mechanism available for contribution, this mitigation measure is considered infeasible and the impact is considered significant and unavoidable. Furthermore, the City cannot determine either the cost of the proposed freeway improvement project or the Project's fair share proportional contribution to the improvement project with sufficient certainty to enable the City to develop a fee-based mitigation measure that would satisfy the legal requirements for fee-based mitigation under both CEQA (see CEQA Guidelines 15126.4), state planning and zoning laws (see Government Code Section 66000 et seq.) and constitutional principles that call for a nexus and rough proportionality between a project's impacts and the fee-based mitigation measure. Therefore, ***the impacts of the proposed project on freeway ramps would remain significant and unavoidable.***

Impact: 6.12-4 The Initial Phase would add traffic to the study freeway interchanges and cause the level of service to degrade below those of the freeway mainline.

Finding: No feasible mitigation measures were identified that would reduce the impact of the project on I-5 freeway ramps. Widening the freeway may reduce the impact but the freeway interchanges are not under the jurisdiction of the City but are subject to Caltrans' jurisdiction. Finally, no improvement is included in any of Caltrans' funding mechanisms. Because mitigation is beyond the control of the City and outside of its jurisdiction, and there is not an established funding mechanism available for contribution, this mitigation measure is considered infeasible and the impact is considered significant and unavoidable. Furthermore, the City cannot determine either the cost of the proposed freeway improvement project or the Project's fair share proportional contribution to the improvement project with sufficient certainty to enable

the City to develop a fee-based mitigation measure that would satisfy the legal requirements for fee-based mitigation under both CEQA (see CEQA Guidelines 15126.4), state planning and zoning laws (see Government Code Section 66000 et seq.) and constitutional principles that call for a nexus and rough proportionality between a project's impacts and the fee-based mitigation measure. Therefore, the impacts of the proposed project on freeway ramps would remain significant and unavoidable. The City will mitigate freeway impacts by requiring the project applicant to pay a fair share contribution to fund the Downtown Natomas Airport (DNA) light rail system which will provide an alternative transportation mode. However, because DNA may not fully mitigate the impact of the Project on the freeway system, ***the impact is still considered significant and unavoidable.***

Impact: 6.12-5 The Initial Phase would add traffic to the study freeway off-ramps and cause freeway off-ramp queues to exceed the available storage capacity.

Finding: No feasible mitigation measures were identified that would reduce the impact on freeway ramp queues. Freeway ramps are not under the jurisdiction of the City but are subject to Caltrans' jurisdiction. In addition, to implement this mitigation measure would require acquisition of additional right of way for a new lane. Additional widening would create secondary impacts to adjacent properties; this right of way is currently unavailable. Finally, this improvement is not included in any of Caltrans' funding mechanisms. Because mitigation is outside the jurisdiction of the City, and there is not an established funding mechanism available for contribution, mitigation is considered infeasible and the impact is considered significant and unavoidable. Furthermore, the City cannot determine either the cost of the proposed freeway improvement project or the Project's fair share proportional contribution to the improvement project with sufficient certainty to enable the City to develop a fee-based mitigation measure that would satisfy the legal requirements for fee-based mitigation under both CEQA (see CEQA Guidelines 15126.4), state planning and zoning laws (see Government Code Section 66000 et seq.) and constitutional principles that call for a nexus and rough proportionality between a project's impacts and the fee-based mitigation measure. Therefore, the impacts of the project on freeway ramp queues would remain significant and unavoidable. The City will mitigate freeway impacts by requiring the project applicant to pay a fair share contribution to fund the Downtown Natomas Airport (DNA) light rail system which will provide an alternative transportation mode. However, because DNA may not fully mitigate the impact of the Project on the freeway system, ***the impact is still considered significant and unavoidable.***

D. Significant and Unavoidable Impacts.

The following significant and potentially significant environmental impacts of the Project, including cumulative impacts, are unavoidable and cannot be mitigated in a manner that would substantially lessen the significant impact. Notwithstanding disclosure of these impacts, the City Council elects to approve the Project due to

overriding considerations as set forth below in Section G, the statement of overriding considerations.

Air Quality

6.1-3 Operation of the proposed project would result in the generation of increased ROG and NO_x emissions. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact to the extent feasible:

The project applicant shall implement the emission reduction strategies contained in the Railyards AQMP (see Appendix E). The AQMP shall be endorsed by the SMAQMD prior to the first building permit. Documentation confirming implementation of the AQMP shall be provided to the SMAQMD and the City of Sacramento prior to issuance of occupancy permits.

Finding: Compliance with Mitigation Measure 6.1-3 would provide the additional ozone precursors reductions needed to achieve the minimum 15 percent recommended by the SMAQMD. Nonetheless, this reduction would not reduce operational impacts to a level that is below the standard of significance, since most emissions associated with the project are the result of vehicle trips. There are no other feasible mitigation measures available. For these reasons, the impact remains significant and unavoidable.

(DEIR, p. 6.1-24)

6.1-9 The proposed project would contribute to cumulative air quality degradation. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact to the extent feasible:

Implement Mitigation Measure 6.1-3.

Finding: Implementation of the emission reduction strategies included in the endorsed AQMP for the proposed project would reduce the project's contribution to operational emissions by more than 15%. However, even with the implementation of the endorsed AQMP, the project's contribution to operational emissions would remain above the SMAQMD significance threshold. Consequently, the project's contribution would remain considerable and cumulative operational O₃ precursor emissions would remain significant and unavoidable. For these reasons, the impact remains significant and unavoidable.

(DEIR, p. 6.1-32)

Noise and Vibration

6.8-1 Construction of projects under the proposed Specific Plan could temporarily produce loud noise. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact to the extent feasible:

The contractor shall ensure that the following measures are implemented during all phases of project construction:

- a) Whenever construction occurs adjacent to occupied residences (on or offsite), temporary barriers shall be constructed around the construction sites to shield the ground floor of the noise-sensitive uses. These barriers shall be of ¾-inch Medium Density Overlay (MDO) plywood sheeting, or other material of equivalent utility and appearance, and shall achieve a Sound Transmission Class of STC-30, or greater, based on certified sound transmission loss data taken according to ASTM Test Method E90 or as approved by the City of Sacramento Building Official.
- b) Construction activities shall comply with the City of Sacramento Noise Ordinance, which limits such activity to the hours of 7:00 a.m. to 6:00 p.m. Monday through Saturday, the hours of 9:00 a.m. to 6:00 p.m. on Sunday, prohibits nighttime construction, and requires the use of exhaust and intake silencers for construction equipment engines. Exceptions to these regulations may be granted by the building inspector, consistent with the Noise Ordinance.
- c) Construction equipment staging areas shall be located as far as feasible from residential areas while still serving the needs of construction contractors.
- d) Quieter “sonic” pile-drivers shall be used, unless engineering studies are submitted to the City that show this is not feasible and cost-effective, based on geotechnical considerations; and
- e) Activities that generate high noise levels, such as pile driving and the use of jackhammers, drills, and impact wrenches, shall be restricted to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday, unless it can be proved to the satisfaction of the City that the allowance of Saturday work on certain onsite parcels (i.e., those as far from noise-sensitive uses as possible) would not have an adverse noise impact.

Finding: Implementation of Mitigation Measure 6.8-1 would reduce exposure of occupants on and off the site to the maximum extent feasible; however, due to the

potential for the use of pile driving and other noisy construction activities, this impact would remain significant and unavoidable. (DEIR, p. 6.8-17)

6.8-4 Construction of the Specific Plan could temporarily increase levels of groundborne vibration. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact to the extent feasible:

Implement Mitigation Measure 6.8-1 and the following measure during all phases of project construction:

- a) During construction, should damage occur despite the above mitigation measures, construction operations shall be halted and the problem activity shall be identified. A qualified engineer shall establish vibration limits based on soil conditions and the types of buildings in the immediate area. The contractor shall monitor the buildings throughout the remaining construction period and follow all recommendations of the qualified engineer to repair any damage that has occurred to the pre-existing state, and to avoid further structural damage.

Findings: As discussed in the findings for Mitigation Measure 6.8-1, implementation of Mitigation Measure 6.8-1 would require the construction contractor to use sonic pile drivers when feasible to reduce noise. The use of these methods would also reduce the project's vibration impacts. However, the feasibility of using sonic pile drivers has not been established yet for this project, so the impact is considered significant and unavoidable. (DEIR, p. 6.8-17)

6.8-6 The proposed project would contribute to cumulative increases in traffic and rail noise levels. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact to the extent feasible:

None available.

Finding: There are no feasible mitigation measures available to eliminate the potential exposure of existing sensitive receptors to noise in the project vicinity. Therefore, this impact would be significant and unavoidable.

Transportation and Circulation

6.12-1 The Initial Phase would increase traffic volumes at study area intersections and cause the level of service to deteriorate. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact to the extent feasible:

- a) At the I-5 southbound ramps / Richards Boulevard intersection, the City shall install, or cause to be installed, one southbound lane to provide one exclusive left-turn lane, a combination left-through lane, and a right turn lane; and optimize the signal timing. The City has included the cost of this improvement in its approved Richards Boulevard Area Plan and Facility Element and the project applicant shall provide "fair-share" funding for this improvement through payment of traffic impact fees in accordance with the Railyards Financing Plan. The applicant's fair share contribution shall be calculated pro rata, on a per unit and/or square foot basis, based upon the land uses identified in development applications submitted to the City. The fair share contribution shall be paid to the City prior to the issuance of building permits.

With implementation of this mitigation measure, the level of service would be improved to LOS C (31.5 seconds delay) in the a.m. peak hour and the delay would be reduced to 84.1 seconds (but the level of service would remain at LOS F) in the p.m. peak hour. These results are shown in Table 6.12-15.

The City will further mitigate freeway impacts by requiring the project applicant to pay a fair share contribution to fund the Downtown Natomas Airport (DNA) light rail system which will provide an alternative transportation mode.

- b) At the I-5 northbound ramps / Richards Boulevard intersection, the City shall install, or cause to be installed, one westbound right-turn lane to provide two right-turn lanes and two through lanes; and optimize signal timing. The City has included the cost of this improvement in its approved Richards Boulevard Area Plan and Facility Element and the project applicant shall provide "fair-share" funding for this improvement through payment of traffic impact fees in accordance with the Railyards Financing Plan. The applicant's fair share contribution shall be calculated pro rata, on a per unit and/or square foot basis, based upon the land uses identified in development applications submitted to the City. The fair share contribution shall be paid to the City prior to the issuance of building permits.

The City will further mitigate freeway impacts by requiring the project applicant to pay a fair share contribution to fund the Downtown Natomas Airport (DNA) light rail system which will provide an alternative transportation mode.

With implementation of this mitigation measure, the level of service would be maintained at LOS C (25.4 seconds delay) in the a.m. peak hour and improved to LOS C (31.6 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-15.

- c) At the Bercut Drive / Richards Boulevard intersection, the City shall install, or cause to be installed, one eastbound right turn lane to provide one left turn lane, two through lanes, and one right-turn lane; re-stripe the northbound lanes to provide one left-turn lane and one combination left-through-right lane; and optimize the signal timing. The City has included the cost of this improvement in its approved Richards Boulevard Area Plan and Facility Element and the project applicant shall provide "fair-share" funding for this improvement through payment of traffic impact fees in accordance with the Railyards Financing Plan. The applicant's fair share contribution shall be calculated pro rata, on a per unit and/or square foot basis, based upon the land uses identified in development applications submitted to the City. The fair share contribution shall be paid to the City prior to the issuance of building permits.

With implementation of this mitigation measure, the level of service would be improved to LOS B (11.7 seconds delay) in the a.m. peak hour and LOS E (69.7 seconds delay) in the p.m. peak hour. To further mitigate the impact would require additional widening of Richards Boulevard, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable. These results are shown in Table 6.12-15.

- d) At the 7th Street / Richards Boulevard intersection, the City shall install, or cause to be installed, overlapped signal phasing for the northbound 7th Street right turning movement that would be displayed at the same time the green left turn arrow is displayed for the westbound left turning movement from Richards Boulevard, and prohibited U-turning movements for the westbound approach to the intersection. The applicant shall pay a fair share of this mitigation measure and shall pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.

With implementation of this mitigation measure, the level of service would be improved to LOS C (34.9 seconds delay) in the a.m. peak hour and would remain at LOS C (28.1 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-15.

- e) At the N 12th/N 16th Streets / Richards Boulevard intersection, the City shall optimize the signal timing in the a.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along 12th Street. With implementation of this mitigation measure, the level of service be improved to LOS D (47.7 seconds delay). These results are shown in Table 6.12-15.

- f) At the Bercut Drive / Bannon Street intersection, the City shall install, or cause to be installed, one southbound left turn lane, a traffic signal, and optimize signal timing. The City has included the cost of this improvement in its approved Richards Boulevard Area Plan and Facility Element and the project applicant shall provide "fair-share" funding for this improvement through payment of traffic impact fees in accordance with the Railyards Financing Plan. The applicant's fair share contribution shall be calculated pro rata, on a per unit and/or square foot basis, based upon the land uses identified in development applications submitted to the City. The fair share contribution shall be paid to the City prior to the issuance of building permits.

With implementation of this mitigation measure, the level of service would be improved to LOS B (16.0 seconds delay) in the a.m. peak hour and LOS D (39.8 seconds delay) in the p.m. peak hour. To further mitigate the impact would require additional widening of Bercut Drive, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable. These results are shown in Table 6.12-15.

- g) At the 12th Street / North B Street intersection, the City shall increase the cycle length at the N 12th Street / Sunbeam / Sproule Avenue intersection to 150 seconds, decrease the cycle length at the N 12th Street / Sunbeam / Sproule Avenue intersection to 75 seconds, and optimize the signal timing at both intersections during both the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of these signals to improve vehicle progression along 12th Street.

With implementation of this mitigation measure, the level of service would be improved to LOS C (20.9 seconds delay) in the a.m. peak hour and to LOS D (41.1 seconds delay) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.

- h) At the 7th Street / Railyards Boulevard intersection, the applicant shall install a second eastbound right turn lane on Railyards Boulevard. The applicant shall also pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along 7th Street.

With implementation of this mitigation measure, the level of service would be improved to LOS B (17.9 seconds delay) in the a.m. peak hour and to LOS C

(27.9 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-15.

- i) At the 5th Street / G Street intersection, the applicant shall install a second eastbound left turn lane, provide split signal phasing for eastbound and westbound movements on G Street, and optimize signal timing. The applicant shall also pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.

With implementation of this mitigation measure, the level of service would be improved to LOS B (17.9 seconds delay) in the a.m. peak hour and to LOS D (35.6 seconds delay) in the p.m. peak hour. To further mitigate the impact would require additional widening of the roadways to add vehicle lanes to increase vehicle capacity which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies.

- j) At the 6th Street / G Street intersection, the applicant shall install a second southbound lane 150 feet in length to provide one left-through lane and one right-through lane and optimize signal timing. The applicant shall pay a fair share of this mitigation measure and shall pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.

With implementation of this mitigation measure, the level of service would be improved to LOS C (33.3 seconds delay) in the a.m. peak hour and the delay would be reduced to 103.2 seconds delay (but the level of service would remain at LOS F) in the p.m. peak hour. To further mitigate the impact would require additional widening of the roadways to add vehicle lanes to increase vehicle capacity which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies.

- k) At the 6th Street / H Street intersection, the applicant shall re-stripe the northbound 6th Street approach to the intersection to provide one through lane and one combination through-right turn lane, and optimize signal timing. The applicant shall also pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.

With implementation of this mitigation measure, the level of service would be improved to LOS D (35.3 seconds delay) in the a.m. peak hour and the delay would be reduced to 142.7 seconds (although the level of service would remain at LOS F) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of

additional right of way for a new vehicle travel lane; this right of way is currently unavailable.

- l) At the 7th Street / H Street intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.

With implementation of this mitigation measure, the level of service would be improved to LOS C (31.2 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-15.

- m) At the Jibboom Street / I Street intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.

With implementation of this mitigation measure, the delay would be reduced to 109.0 seconds delay (although the level of service would remain at LOS F) in the p.m. peak hour. To further mitigate the impact would require widening of the elevated bridge structures to add vehicle lanes to increase vehicle capacity. The costs for such improvement cannot be justified because the improvements would be temporary as the Plan proposes to replace the Jibboom Street structure with an elevated connection from Bercut Drive.

- n) At the 5th Street / I Street intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.

With implementation of this mitigation measure, the level of service would be improved to LOS C (31.5 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-15.

- o) At the 6th Street / I Street intersection, the City shall prohibit parking during the p.m. peak hour for 100 feet along the right side of westbound I Street to provide one combination through-left lane, two through lanes, and one-combination through-right lane; and optimize signal timing. The applicant shall pay a fair share of this mitigation measure and shall pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.

With implementation of this mitigation measure, the delay would be reduced to 52.0 seconds (although the level of service would remain at LOS D) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity which would be

inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable. These results are shown in Table 6.12-15.

- p) At the 3rd Street / J Street intersection, the City shall provide, or cause to be provided, conversion of one southbound left-turn lane to a through lane to provide two through lanes and one left-turn lane; conversion of the eastbound combination through-right lane to an exclusive right-turn lane to provide one combination left-through lane, two through lanes, and one right-turn lane; and optimize signal timing. The applicant shall pay a fair share of this mitigation measure and shall pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.

With implementation of this mitigation measure, the level of service would be improved to LOS D (50.8 seconds delay) in the a.m. peak hour and LOS C (32.5 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-15.

- q) At the 3rd Street / L Street intersection, the City shall provide, or cause to be provided, conversion of one northbound through lane to a left-turn lane to provide two left-turn lanes and one through lane; conversion of southbound combination through-right lane to an exclusive right-turn lane to provide two through lanes and one right-turn lane; and optimize signal timing. The applicant shall pay a fair share of this mitigation measure and shall pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.

With implementation of this mitigation measure, the level of service would be improved to LOS C (25.4 seconds delay) in the a.m. peak hour and LOS D (44.6 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-15.

- r) At the 5th Street / Capitol Mall intersection, the City shall optimize the signal timing in the a.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown. With implementation of this mitigation measure, the level of service would be improved to LOS C (20.3 seconds delay) in the a.m. peak hour. These results are shown in Table 6.12-15.

Finding: Mitigation Measure 6.12-1 would improve operations at study intersections. However, one or more of the intersections analyzed as part of this system would continue to operated at unacceptable levels after mitigation. Therefore, the impact on transportation would be significant and unavoidable. (DEIR, p. 6.12-65)

6.12-2 The Initial Phase would add traffic to the study roadway segments that result in substandard levels of service. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact to the extent feasible:

None available.

Finding: No mitigation measure was found that would lessen the impact of the Initial Phase. To mitigate the impact would require widening 6th Street to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and promote Smart Growth policies. Therefore, the impact would remain significant and unavoidable.

6.12-3 The Initial Phase would add traffic to the study freeway mainline segments and cause the level of service to degrade below LOS E. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact to the extent feasible:

None available.

Finding: The Traffic Study found that the impacted freeway mainline segments currently operate at LOS "F" in the Baseline Condition during the PM Peak Hour without the Project, and would continue to operate at LOS "F" in both the "Near Term Cumulative Condition (2013)" and "Long Term Cumulative Condition (2030)" both without and with the Project. Freeway mainline improvements are within the exclusive jurisdiction of Caltrans which can and should propose and adopt appropriate improvement plans that would reduce freeway mainline impacts pursuant to Public Resources Code Section 21081 and CEQA Guideline Section 15091.

The City consulted with Caltrans prior to the preparation of this Draft EIR concerning possible mitigation measures to address impacts to the identified freeway mainline segments. The discussion focused on (1) identifying any Caltrans approved or adopted capital improvement projects that would improve access to and from Sacramento's downtown and improve the existing LOS F on the freeway mainline segments to LOS "E" or better in the Near Term (2013) and Long Term (2030), and (2) proportional share mitigation impact funding contributions to those projects as a means of addressing impacts to the highways from the Project and various other pending developments in the area.

Caltrans indicated that they have developed general cost estimates for the following projects. Though these projects are designed to address regional transportation needs

that extend far beyond the downtown area, Caltrans believes they would serve to mitigate impacts from pending downtown developments and are viable:

- I-5 American River Bridge widening - two structures. Add one standard lane and re-establish standard shoulders to each structure: \$134 million.
- I-5 HOV lanes - Garden Highway to I-80 HOV lanes with direct connectors: \$300 million.
- I-5 HOV lanes - U.S. 50 Interchange to Elk Grove Blvd: \$200 million.

No preliminary improvement plans have been prepared for these proposed freeway improvements, and it is unclear what the cost estimates are based on or include.

These proposed freeway improvement projects are included in Sacramento Area Council of Governments (SACOG) existing Metropolitan Transportation Plan (MTP) for preliminary engineering and environmental only. The MTP is a long-range plan which is based on growth and travel demand projections coupled with financial projections. The MTP lists hundreds of locally and regionally important projects. It is updated every three years, at which time projects can be added or deleted. SACOG uses the plan to help prioritize projects and guide regional transportation project funding decisions. The projects included in the MTP have not gone through the environmental review process and are not guaranteed for funding or construction.

Given the status of the freeway improvement projects identified by Caltrans and the information available at this time, the City has concluded that there is currently insufficient information and certainty on which to base a feasible and viable mitigation measure to address the Project's impacts on the identified freeway mainline segments. The proposed freeway improvement projects are not currently approved and funded. There is no fee or other funding mechanism currently in place for future funding. Furthermore, the City cannot determine either the cost of the proposed freeway improvement projects or the Project's fair share proportional contribution to the improvement projects with sufficient certainty to enable the City to develop a fee-based mitigation measure that would satisfy the legal requirements for fee-based mitigation under both CEQA (see CEQA Guidelines 15126.4), state planning and zoning laws (see Government Code Section 66000 et seq.) and constitutional principles that call for a nexus and rough proportionality between a project's impacts and the fee-based mitigation measure. Finally, the prospects of the proposed freeway improvements ever being constructed remains uncertain due to funding priorities and on-going policy developments that may favor other approaches to addressing freeway congestion.

Therefore, the impacts of the proposed project on the three I-5 freeway segments would remain significant and unavoidable. The City will mitigate freeway impacts by requiring the project applicant to pay a fair share contribution to fund the Downtown Natomas Airport (DNA) light rail system which will provide an alternative transportation mode.

However, because DNA may not fully mitigate the impact of the Project on the freeway system, the impact remains significant and unavoidable. (DEIR, pp. 6.12-72 – 6.12-74)

6.12-4 The Initial Phase would add traffic to the study freeway interchanges and cause the level of service to degrade below those of the freeway mainline. Without mitigation, this is a significant impact.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact to the extent feasible:

None available.

Finding: No feasible mitigation measures were identified that would reduce the impact of the project on I-5 freeway ramps. Widening the freeway may reduce the impact but the freeway interchanges are not under the jurisdiction of the City but are subject to Caltrans' jurisdiction. Finally, no improvement is included in any of Caltrans' funding mechanisms. Because mitigation is beyond the control of the City and outside of its jurisdiction, and there is not an established funding mechanism available for contribution, this mitigation measure is considered infeasible and the impact is considered significant and unavoidable. Furthermore, the City cannot determine either the cost of the proposed freeway improvement project or the Project's fair share proportional contribution to the improvement project with sufficient certainty to enable the City to develop a fee-based mitigation measure that would satisfy the legal requirements for fee-based mitigation under both CEQA (see CEQA Guidelines 15126.4), state planning and zoning laws (see Government Code Section 66000 et seq.) and constitutional principles that call for a nexus and rough proportionality between a project's impacts and the fee-based mitigation measure. Therefore, the impacts of the proposed project on freeway ramps would remain significant and unavoidable. The City will mitigate freeway impacts by requiring the project applicant to pay a fair share contribution to fund the Downtown Natomas Airport (DNA) light rail system which will provide an alternative transportation mode. However, because DNA may not fully mitigate the impact of the Project on the freeway system, the impact is still considered significant and unavoidable. (DEIR, p. 6.12-76)

6.12-5 The Initial Phase would add traffic to the study freeway off-ramps and cause freeway off-ramp queues to exceed the available storage capacity. Without mitigation, this is a significant impact.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact to the extent feasible:

None available.

Finding: No feasible mitigation measures were identified that would reduce the impact on freeway ramp queues. Freeway ramps are not under the jurisdiction of the City but are subject to Caltrans' jurisdiction. In addition, to implement this mitigation measure would require acquisition of additional right of way for a new lane. Additional widening would create secondary impacts to adjacent properties; this right of way is currently unavailable. Finally, this improvement is not included in any of Caltrans' funding mechanisms. Because mitigation is outside the jurisdiction of the City, and there is not an established funding mechanism available for contribution, mitigation is considered infeasible and the impact is considered significant and unavoidable. Furthermore, the City cannot determine either the cost of the proposed freeway improvement project or the Project's fair share proportional contribution to the improvement project with sufficient certainty to enable the City to develop a fee-based mitigation measure that would satisfy the legal requirements for fee-based mitigation under both CEQA (see CEQA Guidelines 15126.4), state planning and zoning laws (see Government Code Section 66000 et seq.) and constitutional principles that call for a nexus and rough proportionality between a project's impacts and the fee-based mitigation measure. Therefore, the impacts of the project on freeway ramp queues would remain significant and unavoidable. The City will mitigate freeway impacts by requiring the project applicant to pay a fair share contribution to fund the Downtown Natomas Airport (DNA) light rail system which will provide an alternative transportation mode. However, because DNA may not fully mitigate the impact of the Project on the freeway system, the impact is still considered significant and unavoidable. (DEIR, pp. 6.12-76 – 6.12-77)

6.12-10 The Initial Phase would increase traffic volumes at study area intersections and cause the level of service to deteriorate. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact to the extent feasible:

- a) At the I-5 SB off-ramp / Richards Boulevard intersection, optimizing signal timing would lessen the project impact; however, to further mitigate the impact would require widening of the freeway ramp to add an additional lane to the west. Freeway ramps are not under the jurisdiction of the City but are subject to Caltrans' jurisdiction. In addition, to implement this mitigation measure would require acquisition of additional right of way for a new lane. Additional widening of Richards Boulevard would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.

- b) At the I-5 NB on-ramp / Richards Boulevard intersection, optimizing signal timing would lessen the project impact; however, to further mitigate the project impact would require widening of the freeway on-ramp and acquisition of right-of-way. Freeway ramps are not under the jurisdiction of the City but are subject to Caltrans' jurisdiction. In addition, to implement this mitigation measure would require acquisition of additional right of way for a new lane. Additional widening of Richards Boulevard would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.
- c) At the Bercut Drive / Richards Boulevard intersection, Mitigation Measure 6.12.1(b), supplemented by signal timing modifications, would lessen the project impact. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard. To further mitigate the project impact would require further widening of Richards Boulevard which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.
- d) At the 7th Street / Richards Boulevard intersection, Mitigation Measure 6.12-1(d), supplemented by signal timing modifications, would lessen the project impact. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard. To further mitigate the project impact would require further widening of Richards Boulevard which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.
- e) At the 12th/N 16th Streets / Richards Boulevard intersection, mitigating the project impact would entail widening of 12th Street, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.

- f) At the Bercut Drive / Bannon Street intersection, Mitigation Measure 6.12-1(f), supplemented by signal timing modifications, would lessen the project impact. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Bercut Drive. To further mitigate the project impact would require further widening of Bercut Drive which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.
- g) At the North 10th Street / North B Street intersection, the City shall install, or cause to be installed, a traffic signal, and optimize signal timing. The applicant shall pay a fair share of this mitigation measure and shall pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along North B Street.

With implementation of this mitigation measure, the level of service would be improved to LOS A (7.4 seconds delay) in the a.m. peak hour and to LOS B (10.6 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-21.

- h) At the 12th Street / North B Street intersection, the City shall optimize signal timing. The applicant shall pay a fair share of this mitigation measure and shall pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along North B Street.

With implementation of this mitigation measure, delay would be slightly reduced but the intersection would continue to operate at LOS F during both the a.m. and p.m. peak hours. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.

- i) At the 16th Street / North B Street intersection, mitigating the project impact would require widening of 16th Street which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.

- j) At the 7th Street / Railyards Boulevard intersection, implementation of Mitigation Measure 6.12-1(h) and optimizing signal timing would reduce the impact. Therefore, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.

With implementation of this mitigation measure, the level of service would be improved to LOS C (20.2 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-21.

- k) At the 7th Street / F Street intersection, the City shall optimize the signal timing in the a.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.

With implementation of this mitigation measure, the level of service would be improved to LOS C (32.5 seconds delay) in the a.m. peak hour. These results are shown in Table 6.12-21.

- l) At the 5th Street / G Street intersection, implementation of Mitigation Measure 6.12-1(i) and optimizing signal timing would reduce the impact. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.

With implementation of this mitigation measure, the level of service would be improved to LOS B (17.5 seconds delay) in the a.m. peak hour and to LOS D (37.3 seconds delay) in the p.m. peak hour, thus the impact would remain significant and unavoidable. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies.

- m) At the 6th Street / G Street intersection, implementation of Mitigation Measure 6.12-1(j), supplemented by signal timing modifications, would lessen the project impact. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies.

- n) At the 6th Street / H Street intersection, implementation of Mitigation Measure 6.12-1(k), supplemented by signal timing modifications, would lessen the project impact. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.
- o) At the 7th Street / H Street intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.

With implementation of this mitigation measure, the level of service would be improved to LOS D (40.9 seconds delay) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.

- p) At the 8th Street / H Street intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.

With implementation of this mitigation measure, the level of service would be improved to LOS C (32.7 seconds delay) in the a.m. peak hour. These results are shown in Table 6.12-21.

- q) At the Jibboom Street / I Street intersection, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.

With implementation of this mitigation measure, the level of service would be improved to LOS C (30.8 seconds delay) in the a.m. peak hour and the delay would be reduced to 139.4 seconds delay (although the level of service would remain at LOS F) in the p.m. peak hour. To further mitigate the impact would require widening of the elevated bridge structures to add vehicle lanes to

increase vehicle capacity. The costs for such improvement cannot be justified because the improvements would be temporary as the Plan proposes to replace the Jibboom Street structure with an elevated connection from Bercut Drive.

- r) At the 5th Street / I Street intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.

With implementation of this mitigation measure, the level of service would be improved to LOS C (31.0 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-21.

- s) At the 6th Street / I Street intersection, implementation of Mitigation Measure 6.12-1(o), supplemented by signal timing modifications, would lessen the project impact. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.

With implementation of this mitigation measure, the level of service would be improved to LOS D (46.3 seconds delay) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.

- t) At the 3rd Street / J Street intersection, implementation of Mitigation Measure 6.12-1(p), supplemented by signal timing modifications, would lessen the project impact. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.

With implementation of this mitigation measure, the level of service would be improved to LOS E (73.4 seconds delay) in the a.m. peak hour and to LOS D (39.2 seconds delay) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.

- u) At the 3rd Street / L Street intersection, implementation of Mitigation Measure 6.12-1(q), supplemented by signal timing modifications in the p.m. peak hour, would lessen the project impact. Therefore, the City shall optimize the signal timing in p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.

With implementation of this mitigation measure, the level of service would be improved to LOS C (28.1 seconds delay) in the a.m. peak hour and the delay would be reduced to 82.9 seconds (although the level of service would remain at LOS F) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.

- v) At the 5th Street / Capitol Mall intersection, the City shall optimize the signal timing in the a.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.

With implementation of this mitigation measure, the level of service would be improved to LOS C (21.0 seconds delay) in the a.m. peak hour. These results are shown in Table 6.12-21.

Finding: Mitigation Measure 6.12-10 would improve operations at study intersections. However, one or more of the intersections analyzed as part of this system would continue to operate at unacceptable levels after mitigation. Therefore, the impact on the transportation system is considered significant and unavoidable. (DEIR, p. 6.12-84)

6.12-11 The Initial Phase would add traffic to the study roadway segments that result in substandard levels of service. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact to the extent feasible:

None available.

Finding: At the 6th Street roadway segment just north of H Street, mitigating the project impact would entail widening of 6th Street, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and

promote Smart Growth policies. Hence, the impact would remain significant and unavoidable.

At the Jiboom Street roadway segment just north of I Street, mitigating the project impact would entail widening of the elevated bridge structure to add vehicle lanes to increase vehicle capacity. The costs for such improvements cannot be justified because the improvements would be temporary as the Plan proposes to replace the Jiboom Street structure with an elevated connection from Bercut Drive. Hence the impact would remain significant and unavoidable. (DEIR, p. 6.12-92)

6.12-12 The Initial Phase would add traffic to the study freeway mainline segments and cause the level of service to degrade below LOS E. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact to the extent feasible:

None required.

Finding: For the reasons discussed in Mitigation Measure 6.12-3, the Initial Phase impact would remain significant and unavoidable. (DEIR, p. 6.12-92)

6.12-13 The Initial Phase would add traffic to the study freeway interchanges and cause the level of service to degrade below those of the freeway mainline. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact to the extent feasible:

None required.

Finding: For the reasons discussed in Mitigation Measure 6.12-4, the impacts of the Initial Phase on freeway interchanges would remain significant and unavoidable. (DEIR, p. 6.12-95)

6.12-14 The Initial Phase would add traffic to the study freeway off-ramps and cause freeway off-ramp queues to exceed the available storage capacity. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact to the extent feasible:

None required.

Finding: For the reasons discussed in Mitigation Measure 6.12-5, the impacts of the Initial Phase on freeway ramp queues would remain significant and unavoidable. (DEIR, p. 6.12-95)

6.12-16 The Initial Phase would increase traffic volumes at study area intersections and cause the level of service to deteriorate. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact to the extent feasible:

- a) At the I-5 SB Ramps / Richards Boulevard intersection, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.

With implementation of this mitigation measure, the level of service would be improved to LOS C (29.8 seconds delay) in the a.m. peak hour and the delay would be reduced to 63.2 seconds (LOS E) in the p.m. peak hour. To further mitigate the impact of the Initial Phase would require widening of the freeway ramp and acquisition of right-of-way, which is under Caltrans jurisdiction, and is not a feasible mitigation measure for the reasons set out in Mitigation Measure 6.12(a). These results are shown in Table 6.12-26.

- b) At the I-5 NB Ramps / Richards Boulevard intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.

With implementation of this mitigation measure, the level of service would be improved to LOS D (49.6 seconds delay) in p.m. peak hour. To further mitigate the impact of the Initial Phase would require widening of the freeway on-ramp and acquisition of right-of-way, which is under Caltrans jurisdiction, and is not a feasible mitigation measure for the reasons set out in Mitigation Measure 6.12(b). These results are shown in Table 6.12-26.

- c) At the Bercut Drive / Richards Boulevard intersection, the City shall install, or cause to be installed, one westbound through lane to provide one left-turn lane, four through lanes and one combination through-right lane; re-striping the northbound Bercut Drive approach to provide one left turn lane and one left-through lane; split phasing for northbound and southbound Bercut Drive; and optimize signal timing. The City has included the cost of this improvement in its approved Richards Boulevard Area Plan and Facility Element and the project applicant shall provide "fair-share" funding for this improvement through payment

of traffic impact fees in accordance with the Railyards Financing Plan. The applicant's fair share contribution shall be calculated pro rata, on a per unit and/or square foot basis, based upon the land uses identified in development applications submitted to the City. The fair share contribution shall be paid to the City prior to the issuance of building permits.

With implementation of this mitigation measure, the level of service would be improved to LOS B (17.7 seconds delay) in the a.m. peak hour and LOS D (39.6 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-26.

- d) At the 5th Street / Richards Boulevard intersection, the City shall install, or cause to be installed, one westbound through lane to provide one left-turn lane, four through lanes and one combination through-right lane; modify the northbound 5th Street approach to provide one left turn lane and two through lanes, and optimize signal timing. The City has included the cost of this improvement in its approved Richards Boulevard Area Plan and Facility Element and the project applicant shall provide "fair-share" funding for this improvement through payment of traffic impact fees in accordance with the Railyards Financing Plan. The applicant's fair share contribution shall be calculated pro rata, on a per unit and/or square foot basis, based upon the land uses identified in development applications submitted to the City. The fair share contribution shall be paid to the City prior to the issuance of building permits.

With implementation of this mitigation measure, the level of service would be improved to LOS C (20.4 seconds delay) in the a.m. peak hour and to LOS C (37.3 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-26.

- e) At the 10th Street / Richards Boulevard intersection, the City shall re-stripe the northbound 10th Street approach to the intersection to provide two left turn lanes and one through lane, and optimize signal timing. The applicant shall also pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Railyards Boulevard.

With implementation of this mitigation measure, the level of service would be improved to LOS C (22.9 seconds delay) in the a.m. peak hour and to LOS C (33.1 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-26.

- f) At the I-5 Northbound ramps / Bannon Street intersection, the City shall install, or cause to be installed, one eastbound through lane to provide one left-turn lane, three through lanes and one combination through-right lane; and optimize signal timing. The City has included the cost of this improvement in its approved Richards Boulevard Area Plan and Facility Element and the project applicant shall provide "fair-share" funding for this improvement through payment of traffic impact fees in accordance with the Railyards Financing Plan. The applicant's fair

share contribution shall be calculated pro rata, on a per unit and/or square foot basis, based upon the land uses identified in development applications submitted to the City. The fair share contribution shall be paid to the City prior to the issuance of building permits.

With implementation of this mitigation measure, the level of service would be improved to LOS D (38.3 seconds delay) in the a.m. peak hour and LOS C (29.8 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-26.

- g) At the Bercut Drive / Bannon Street intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.

With implementation of this mitigation measure, the delay would be reduced to 39.2 seconds delay (although the level of service would remain at LOS D) in the p.m. peak hour. To further mitigate the impact would require additional widening of Bercut Drive, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable. These results are shown in Table 6.12-26.

- h) At the N. 5th Street / Bannon Street intersection, the City shall install, or cause to be installed, re-striping of the eastbound Bannon Street approach to provide one left turn lane, one combination left-through lane and three through lanes, and optimize signal timing. The City has included the cost of this improvement in its approved Richards Boulevard Area Plan and Facility Element and the project applicant shall provide "fair-share" funding for this improvement through payment of traffic impact fees in accordance with the Railyards Financing Plan. The applicant's fair share contribution shall be calculated pro rata, on a per unit and/or square foot basis, based upon the land uses identified in development applications submitted to the City. The fair share contribution shall be paid to the City prior to the issuance of building permits.

With implementation of this mitigation measure, the level of service would be improved to LOS B (11.0 seconds delay) in the a.m. peak hour and to LOS C (21.0 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-26.

- i) At the 12th Street / Bannon Street intersection, the City shall optimize the signal timing during both the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of these signals to improve vehicle progression along 12th Street.

With implementation of this mitigation measure, the level of service would be improved to LOS D (52.1 seconds delay) in the a.m. peak hour and to LOS E

(77.7 seconds delay) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.

- j) At the 16th Street / North B Street intersection, the City shall optimize the signal timing at both intersections during the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of these signals to improve vehicle progression along 16th Street.

With implementation of this mitigation measure, the level of service would be improved to LOS E (57.4 seconds delay) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.

- k) At the Jibboom Street / Railyards Boulevard intersection, the applicant shall re-stripe the westbound Railyards Boulevard approach to the intersection to provide one left turn lane and one combination left-through lane, and optimize signal timing. The applicant shall also pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Railyards Boulevard.

With implementation of this mitigation measure, the level of service would be improved to LOS B (10.1 seconds delay) in the a.m. peak hour and to LOS B (16.7 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-26.

- l) At the Bercut Drive / Railyards Boulevard intersection, the applicant shall re-stripe the westbound Railyards Boulevard approach to the intersection to provide one left turn lane and one combination left-through lane, and optimize signal timing. The applicant shall also pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Railyards Boulevard.

With implementation of this mitigation measure, the level of service would be improved to LOS C (21.9 seconds delay) in the a.m. peak hour and to LOS D (45.4 seconds delay) in the p.m. peak hour. To further mitigate the impact of the Initial Phase would entail widening of the roadways, which would be inconsistent

with the City of Sacramento goals and objectives to create pedestrian friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.

- m) At the 5th Street / Railyards Boulevard intersection, the City shall increase the cycle length at the intersection to 120 seconds, and optimize the signal timing during the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of these signals to improve vehicle progression along Railyards Boulevard.

With implementation of this mitigation measure, the level of service would be improved to LOS E (57.6 seconds delay) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies.

- n) At the 6th Street / Railyards Boulevard intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Railyards Boulevard. With implementation of this mitigation measure, the level of service be improved to LOS C (32.0 seconds delay). These results are shown in Table 6.12-26.

- o) At the 7th Street / Railyards Boulevard intersection, implementation of Mitigation Measure 6.12-1(h) and increasing the cycle length to 100 seconds in the p.m. peak hour would lessen the impact of the Initial Phase. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along 7th Street.

With implementation of this mitigation measure, the level of service would be improved to LOS C (31.1 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-26.

- p) At the 5th Street / G Street intersection, implementation of Mitigation Measure 6.12-1(i) and optimizing signal timing would reduce the impact. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.

With implementation of this mitigation measure, the level of service would be improved to LOS C (20.1 seconds delay) in the a.m. peak hour and the delay would be reduced 89.9 seconds (although the level of service would remain at

LOS F) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies.

- q) At the 6th Street / G Street intersection, implementation of Mitigation Measure 6.12-1(j), supplemented by signal timing modifications, would lessen the impact of the Initial Phase. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.

With implementation of this mitigation measure, the level of service would be improved to LOS D (47.9 seconds delay) in the a.m. peak hour and the delay would be reduced 200.1 seconds (although the level of service would remain at LOS F) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies.

- r) At the 7th Street / G Street intersection, the City shall re-stripe the southbound approach to the intersection to provide two through lanes and one combination through-right lane, and optimize signal timing. The applicant shall also pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.

With implementation of this mitigation measure, the level of service would be improved to LOS C (32.6 seconds delay) in the a.m. peak hour and to LOS E (79.3 seconds delay) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.

- s) At the 6th Street / H Street intersection, implementation of Mitigation Measure 6.12-1(k), supplemented by signal timing modifications, would lessen the impact of the Initial Phase. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.

With implementation of this mitigation measure, the level of service would be improved to LOS C (28.0 seconds delay) in the a.m. peak hour and to LOS F (141.6 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-26.

- t) At the 7th Street / H Street intersection, implementation of Mitigation Measure 6.12-10(o), supplemented by signal timing modifications, would lessen the impact of the Initial Phase. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.

With implementation of this mitigation measure, the level of service would be improved to LOS B (15.2 seconds delay) in the a.m. peak hour and the delay would be reduced to 92.0 seconds (although the level of service would remain at LOS F) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.

- u) At the Jibboom Street / I Street intersection, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.

With implementation of this mitigation measure, the level of service would be improved to LOS E (79.4 seconds delay) in the a.m. peak hour and the delay would be reduced to 184.9 seconds delay (although the level of service would remain at LOS F) in the p.m. peak hour. To further mitigate the impact would require widening of the elevated bridge structures to add vehicle lanes to increase vehicle capacity. The costs for such improvement cannot be justified because the improvements would be temporary as the Plan proposes to replace the Jibboom Street structure with an elevated connection from Bercut Drive.

- v) At the 5th Street / I Street intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.

With implementation of this mitigation measure, the level of service would be improved to LOS D (44.2 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-26.

- w) At the 6th Street / I Street intersection, implementation of Mitigation Measure 6.12-1(o), supplemented by signal timing modifications, would lessen the impact of the Initial Phase. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.

With implementation of this mitigation measure, the delay would be reduced to 83.9 seconds (although the level of service would remain at LOS F) in the p.m. peak hour. These results are shown in Table 6.12-26.

- x) At the 7th Street / I Street intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.

With implementation of this mitigation measure, the level of service would be improved to LOS D (35.6 seconds delay) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.

- y) At the 3rd Street / J Street intersection, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.

With implementation of this mitigation measure, the delay would be reduced to 167.0 seconds (although the level of service would remain at LOS F) in the a.m. peak hour and the delay would be reduced to 51.0 seconds (although the level of service would remain at LOS D) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.

- z) At the 3rd Street / L Street intersection, implementation of Mitigation Measure 6.12-1(q), supplemented by signal timing modifications in the p.m. peak hour, would lessen the impact of the Initial Phase. Therefore, the City shall optimize the signal timing in p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.

With implementation of this mitigation measure, the level of service would be improved to LOS D (39.1 seconds delay) in the a.m. peak hour and the delay would be reduced to 126.7 seconds (although the level of service would remain at LOS F) in the p.m. peak hour. These results are shown in Table 6.12-26.

- aa) At the 5th Street / Capitol Mall intersection, the City shall optimize the signal timing in the a.m. peak hour. The applicant shall pay a fair share toward the City

of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown. With implementation of this mitigation measure, the level of service would be improved to LOS C (23.5 seconds delay) in the a.m. peak hour. These results are shown in Table 6.12-26.

- bb) At the 3rd Street / P Street intersection, the City shall increase the cycle length to 100 seconds during the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown. With implementation of this mitigation measure, the level of service would be improved to LOS D (39.4 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-26.
- cc) At the Richards Boulevard / 12th Street intersection, the City shall increase the cycle length to 150 seconds and optimize the signal timing at both intersections during both the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of these signals to improve vehicle progression along 12th Street.

With implementation of this mitigation measure, the level of service would be improved to LOS D (38.9 seconds delay) in the a.m. peak hour and to LOS C (23.6 seconds delay) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.

Finding: Implementation of Mitigation Measure 6.12-16 would improve operations at study intersections. However, one or more of the intersections analyzed as part of this system would continue to operate at unacceptable levels after mitigation. Therefore, the impact on the transportation system is considered significant and unavoidable. (DEIR, p. 6.12-100)

6.12-17 The Initial Phase would add traffic to the study roadway segments that result in substandard levels of service. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact to the extent feasible:

None available.

Finding: At the 5th Street roadway segment just south of N. B Street, mitigating the project impact would entail widening of 5th Street, which would be inconsistent with the

City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Hence, the impact would remain significant and unavoidable.

At the 6th Street roadway segment just north of H Street, mitigating the project impact would entail widening of 6th Street, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Hence, the impact would remain significant and unavoidable.

At the N. B Street roadway segment just west of 7th Street, mitigating the project impact would entail widening of N. B Street, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable. Hence, the impact would remain significant and unavoidable.

At the Bannon Street roadway segment just east of Dos Rios Street, mitigating the project impact would entail widening of Bannon Street, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable. Hence, the impact would remain significant and unavoidable.

At the Jibboom Street roadway segment just north of I Street, mitigating the project impact would entail widening of the elevated bridge structure to add vehicle lanes to increase vehicle capacity. The costs for such improvement cannot be justified because the improvements would be temporary as the Plan proposes to replace the Jibboom Street structure with an elevated connection from Bercut Drive. Hence, the impact would remain significant and unavoidable. (DEIR, p. 6.12-110)

6.12-18 The Initial Phase would add traffic to the study freeway mainline segments and cause the level of service to degrade below LOS E. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact to the extent feasible:

None required.

Finding: For reasons discussed under Mitigation Measure 6.12-3, the impact of the Initial Phase would remain significant and unavoidable. (DEIR, p. 6.12-112)

6.12-19 The Initial Phase would add traffic to the study freeway interchanges and cause the level of service to degrade below those of the freeway mainline. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact to the extent feasible:

None required.

Finding: For the reasons discussed under Mitigation Measure 6.12-4, the impacts of the Initial Phase on freeway interchange would remain significant and unavoidable. (DEIR, p. 6.12-112)

6.12-20 The Initial Phase would add traffic to the study freeway off-ramps and cause freeway off-ramp queues to exceed the available storage capacity. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact to the extent feasible:

None required.

Finding: For the reasons discussed in Mitigation Measure 6.12-5, the impacts of the Initial Phase on freeway ramp queues would remain significant and unavoidable. (DEIR, p. 6.12-114)

6.12-22 The Full Project would increase traffic volumes at study area intersections and cause the level of service to deteriorate. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact to the extent feasible:

- a) At the I-5 SB off-ramp / Richards Boulevard intersection, optimizing signal timing would lessen the impact of the Full Project; however, to further mitigate the impact would require widening of the freeway ramp to add an additional lane to the west and acquisition of right-of-way. Freeway ramps are under Caltrans jurisdiction and widening is not a feasible mitigation measure for the reasons set out in Mitigation Measure 6.12-1(a). The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.
- b) At the I-5 NB Ramps / Richards Boulevard intersection, optimizing signal timing would lessen the impact of the Full Project; however, to further mitigate the project impact would require widening of the freeway on-ramp and acquisition of right-of-way. Freeway ramps are under Caltrans jurisdiction and widening is not a feasible mitigation measure for the reasons set out in Mitigation Measure 6.12-1(b). The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.

- c) At the Bercut Drive / Richards Boulevard intersection, implementation of Mitigation Measure 6.12-16(c), and optimizing signal timing would lessen the impact of the Full Project. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.

With implementation of this mitigation measure, the level of service would be improved to LOS B (18.7 seconds delay) in the a.m. peak hour and LOS D (39.8 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-31.

- d) At the 5th Street / Richards Boulevard intersection, implementation of Mitigation Measure 6.12-16(d), and optimizing signal timing would lessen the impact of the Full Project. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.

With implementation of this mitigation measure, the level of service would be improved to LOS C (20.6 seconds delay) in the a.m. peak hour and to LOS C (28.2 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-31.

- e) At the 10th Street / Richards Boulevard intersection, implementation of Mitigation Measure 6.12-16(e), and optimizing signal timing would lessen the impact of the Full Project. However, to further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.

- f) At the I-5 Southbound ramps / Bannon Street intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Bannon Street.

With implementation of this mitigation measure, the level of service would be improved to LOS B (17.0 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-31.

- g) At the I-5 Northbound ramps / Bannon Street intersection, implementation of Mitigation Measure 6.12-16(f), and optimizing signal timing would lessen the impact of the Full Project. Therefore, the City shall optimize the signal timing in

the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.

With implementation of this mitigation measure, the level of service would be improved to LOS D (36.0 seconds delay) in the a.m. peak hour and LOS C (34.1 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-31.

- h) At the Bercut Drive / Bannon Street intersection, optimizing signal timing would lessen the impact of the Full Project. However, to further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.

- i) At the N. 5th Street / Bannon Street intersection, implementation of Mitigation Measure 6.12-16(h), and optimizing signal timing would lessen the impact of the Full Project. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.

With implementation of this mitigation measure, the level of service would be improved to LOS B (11.6 seconds delay) in the a.m. peak hour and LOS B (17.5 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-31.

- j) At the 7th Street / Bannon Street intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along 7th Street and Bannon Street.

With implementation of this mitigation measure, the level of service would be improved to LOS C (20.6 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-31.

- k) At the 12th Street / Bannon Street intersection, optimizing signal timing would lessen the impact of the Full Project during the p.m. peak hour but would not lessen the impact in the a.m. peak hour due to interaction with other signals along 12th Street that would also be reoptimized. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of

additional right of way for a new vehicle travel lane; this right of way is currently unavailable. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.

l) At the 16th Street / North B Street intersection, optimizing signal timing would lessen the impact of the Full Project. However, to further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.

m) At the Bercut Drive / South Park Street intersection, the applicant shall install an additional northbound lane to provide one through lane and one right turn lane. With implementation of this mitigation measure, the level of service would be improved to LOS B (10.3 seconds delay) in the a.m. peak hour and to LOS C (20.2 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-31.

n) At the Bercut Drive / Railyards Boulevard intersection, implementation of Mitigation Measure 6.12-16(l), and optimizing signal timing would lessen the impact of the Full Project. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.

With implementation of this mitigation measure, the level of service would be improved to LOS B (14.4 seconds delay) in the a.m. peak hour and LOS B (14.7 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-31.

o) At the Crocker Street / Railyards Boulevard intersection, the applicant shall install a traffic signal, modify the westbound lanes to provide one left turn lane and one combination through-right lane, and optimize signal timing. The applicant shall pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Railyards Boulevard.

With implementation of this mitigation measure, the level of service would be improved to LOS B (14.8 seconds delay) in the a.m. peak hour and to LOS B (17.4 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-31.

- p) At the 6th Street / Railyards Boulevard intersection, optimizing signal timing would lessen the impact of the Full Project. However, to further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.
- q) At the 7th Street / Railyards Boulevard intersection, implementation of Mitigation Measure 6.12-16(o) and optimizing signal timing would lessen the impact of the Full Project. The applicant shall pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Railyards Boulevard.

With implementation of this mitigation measure, the level of service would be improved to LOS C (32.2 seconds delay) in the a.m. peak hour and to LOS C (28.8 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-31.

- r) At the Bercut Drive / Camille Lane intersection, the applicant shall install a traffic signal, and optimize signal timing. The applicant shall pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression. This intersection is located along a primary pedestrian/bicycle corridor linking the project to the Sacramento River trail. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies.
- s) At the 5th Street / G Street intersection, implementation of Mitigation Measure 6.12-1(i) and optimizing signal timing would reduce the impact of the Full Project. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies.
- t) At the 6th Street / G Street intersection, implementation of Mitigation Measure 6.12-1(j), supplemented by signal timing modifications, would lessen the impact of the Full Project. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle

capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies.

- u) At the 7th Street / G Street intersection, implementation of Mitigation Measure 6.12-16(r), supplemented by signal timing modifications, would lessen the impact of the Full Project. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.
- v) At the 6th Street / H Street intersection, implementation of Mitigation Measure 6.12-1(k), supplemented by signal timing modifications, would lessen the impact of the Full Project. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.
- w) At the 7th Street / H Street intersection, implementation of Mitigation Measure 6.12-10(o), supplemented by signal timing modifications, would lessen the impact of the Full Project. Therefore, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.
- x) At the 16th Street / H Street intersection, optimizing signal timing would lessen the impact of the Full Project. However, to further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and

would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.

- y) At the Jibboom Street / I Street intersection, no feasible mitigation measure was identified that would lessen the impact of the Full Project. To mitigate the impact would require widening of the existing and/or proposed elevated bridge structures to add vehicle lanes to increase vehicle capacity. The costs for such improvement cannot be justified because the improvements would be temporary as the Plan proposes to replace the Jibboom Street structure with an elevated connection from Bercut Drive.
- z) At the 3rd Street / I Street intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along 7th Street and Bannon Street.

With implementation of this mitigation measure, the level of service would be improved to LOS C (29.5 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-31.

- aa) At the 6th Street / I Street intersection, implementation of Mitigation Measure 6.12-1(o), supplemented by signal timing modifications, would lessen the impact of the Full Project. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.

With implementation of this mitigation measure, the level of service would be improved to LOS C (31.1 seconds delay) in the a.m. peak hour and to LOS E (78.1 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-31.

- bb) At the 7th Street / I Street intersection, optimizing signal timing would lessen the impact of the Full Project. However, to further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.

- cc) At the 3rd Street / J Street intersection, optimizing signal timing would lessen the impact of the Full Project. However, to further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.
- dd) At the 3rd Street / L Street intersection, implementation of Mitigation Measure 6.12-1(q), supplemented by signal timing modifications in the p.m. peak hour, would lessen the impact of the Full Project. Therefore, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.

With implementation of this mitigation measure, the delay would be reduced to 123.3 seconds (although the level of service would remain at LOS F) in the p.m. peak hour. These results are in Table 6.12-31.

- ee) At the 3rd Street / P Street intersection, implementation of Mitigation Measure 6.12-16(bb), supplemented by signal timing modifications in the p.m. peak hour, would lessen the impact of the Full Project. Therefore, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.

With implementation of this mitigation measure, the level of service would be improved to LOS D (46.2 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-31.

- ff) At the Richards Boulevard / 12th Street intersection, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along 12th Street.

With implementation of this mitigation measure, the level of service would be improved to LOS C (35.0 seconds delay) in the a.m. peak hour and to LOS C (20.6 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-31.

Finding: Implementation of Mitigation Measure 6.12-22 would improve operations at study intersections. However, one or more of the intersections analyzed as part of this system would continue to operate at unacceptable levels after mitigation.

Therefore, the impact on the transportation system is considered significant and unavoidable. (DEIR, p. 6.12-119)

6.12.23 The Full Project would add traffic to the study roadway segments that result in substandard levels of service. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact to the extent feasible:

None available.

Finding: At the 6th Street roadway segment just north of H Street, mitigating the project impact would entail widening of 6th Street, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies.

At the South Park Street roadway segment just west of 7th Street, mitigating the project impact would entail widening of South Park Street, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies.

At the Camille Lane roadway segment just west of 5th Street, mitigating the project impact would entail widening of Camille Lane, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies.

At the 6th Street roadway segment just north of Railyards Boulevard, mitigating the project impact would entail widening of 6th Street, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies.

At the Bannon Street roadway segment just east of Dos Rios Street, mitigating the project impact would entail widening of Bannon Street, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies.

At the Jibboom Street roadway segment just north of I Street, mitigating the project impact would entail widening of the elevated bridge structure to add vehicle lanes to increase vehicle capacity. However, the Plan proposes to replace the Jibboom Street structure with an elevated connection from Bercut Drive at Full Project.

Therefore, the impacts remain significant and unavoidable. (DEIR, p. 6.12-129)

6.12-24 The Full Project would add traffic to the study freeway mainline segments and cause the level of service to degrade below LOS E.

Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact to the extent feasible:

None available.

Finding: For the reasons discussed in Mitigation Measure 6.12-3, the Full Project impact would remain significant and unavoidable. (DEIR, p. 6.12-131)

6.12-25 The Full Project would add traffic to the study freeway interchanges and cause the level of service to degrade below those of the freeway mainline. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact to the extent feasible:

None available.

Finding: For reasons discussed in Mitigation Measure 6.12-4, the impacts of the Full Project on freeway interchanges would remain significant and unavoidable. (DEIR, p. 6.12-131)

6.12-26 The Full Project would add traffic to the study freeway off-ramps and cause freeway off-ramp queues to exceed the available storage capacity. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure(s) has been adopted to address this impact to the extent feasible:

None available.

Finding: For reasons discussed in Mitigation Measure 6.12-4, the impacts of the Full Project on freeway ramp queues would remain significant and unavoidable.

E. Findings Related to the Relationship Between Local Short-term Uses of the Environment and Maintenance and Enhancement of Long-term Productivity.

Based on the EIR and the entire record before the City Council, the City Council makes the following findings with respect to the project's balancing of local short term uses of the environment and the maintenance of long term productivity:

- As the project is implemented, certain impacts would occur on a short term level. Such short term impacts are discussed fully above. Where feasible,

measures have been incorporated in the project to mitigate these potential impacts.

- The project would result in the long-term commitment of resources to urban development. Resources necessary to serve the project include water, natural gas, fossil fuels and electricity. The long term implementation of the project would provide economic and housing benefits to the City. The project would be developed in an existing urbanized area and not contribute to urban sprawl. Notwithstanding the foregoing, some long term impacts would result.

Although there are short and long term adverse impacts from the project, the short and long term benefits of the project justify its immediate implementation.

F. Project Alternatives.

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

Alternatives Considered and Dismissed from Further Consideration

The City has given consideration to a wide array of alternatives that could reduce significant impacts. Those alternatives that would have impacts identical to or more severe than the proposed project, or that would not meet most of the project objectives, were considered, explored, and then dismissed from further consideration. The following alternatives were also considered but dismissed from further consideration and evaluation:

Low Density Residential-Only Alternative: To reduce or avoid effects that are associated with the population intensity on the site that creates indirect effects on traffic, air quality, service demands, and similar uses, City staff considered the idea of developing the Specific Plan Area as primarily lower density housing consistent with the density of single-family units found elsewhere in Midtown, East Sacramento, and other inner parts of the City. This alternative would reduce the number of proposed units and the population in the Specific Plan Area. However, the alternative would be economically infeasible due to the costs associated with site clean up, utilities extension, and construction versus the cost of the proposed units. This alternative would also include residential uses in areas not considered for residential under the proposed project. These areas would be subject to additional Department of Toxic Substance Control (DTSC) approval, which may not be granted, because of limitations on first floor residences. Additionally, the development of a residential-only alternative

would be inconsistent with existing General Plan land uses. It is likely that such an alternative would not generate revenues adequate to support the preservation of the historic buildings on the site and could result in the removal of historic Central Shops buildings. A Low Density/Residential-Only Alternative would fail to meet the majority of the proposed objectives of both the City and the applicant.

Further, while the traffic and air quality effects caused by this alternative would be lower, it is reasonable to assume that the housing, office, retail, and other uses eliminated from the Specific Plan to accommodate this alternative would be developed somewhere else in the greater Sacramento region. This is illustrated in the Sacramento Area Council of Governments (SACOG) Blueprint. The SACOG Blueprint is based upon smart growth principles, which encourage growth patterns with more compact, mixed-use communities that use space in such a manner to encourage more walking, biking, and transit use, thus shortening auto trips. The proposed project, a development with residential, employment, entertainment, and retail, with access to transit, all within Sacramento's Central City, would be considered smart growth. The level of growth in the proposed project is similar to that called for in the Blueprint. A residential-only alternative is not consistent with the Blueprint and would not be supportive of such a growth pattern. SACOG estimates that compact development, similar to that in the proposed project, would result in less than half the acreage converted to urban uses compared to that of typical development patterns.⁵ In addition, vehicle miles traveled would be reduced from 47.2 miles per household per day under SACOG's Base Case Scenario to 34.9 miles per household per day under the Preferred Blueprint Scenario.⁶ Thus, it is reasonable to assume that development that would have been developed under the proposed project would be developed at a greater distance from the regional core in downtown Sacramento, resulting in greater dependence on the automobile, more vehicle miles traveled, and more land converted to urban uses. The net result of this type of development would be greater levels of congestion on regional roadways, higher levels of air pollutant emissions, greater consumption of land resulting in losses of farmland and/or habitat, and other effects caused by development typically considered to be sprawl.

Because the Low Density Residential-Only Alternative would result in greater environmental effects and because it would fail to meet most of the basic objectives of the Specific Plan, it is not further considered or evaluated in this EIR.

Low Building Height Alternative: City staff also considered a low building height alternative. While maintaining much of the density, urban character, and mix of uses as proposed in the Specific Plan, this alternative would generate fewer residents and employees, and would tend to reduce the magnitude of intensity-caused effects, such as traffic congestion, water demand, air emissions, and the like. This alternative would

⁵ The Preferred Blueprint Alternative would convert 304 square miles versus 661 square miles converted under the base Case Scenario. Sacramento Area Council of Governments, *Special Report: Preferred Blueprint Alternative*, January 2005, page 5.

⁶ Sacramento Area Council of Governments, *Special Report: Preferred Blueprint Alternative*, January 2005, page 9.

maintain the land use types proposed in this EIR, but would limit building heights to a maximum of four stories or a maximum of 56 feet. The building height limit would drastically reduce the density of the area and change both onsite and offsite views of the project area.

It is unlikely that this alternative would generate adequate internal or municipal revenues to support the high cost of infrastructure improvements necessary to make the site developable, including the cost of new roads crossing the railroad tracks, or the rehabilitation of the Central Shops buildings. As such, it is likely that such an alternative would be required to have its primary vehicular access from Richard's Boulevard in the north or 7th Street. As such, it would fail to meet the objectives to connect the Specific Plan Area with Sacramento's downtown, to integrate the Specific Plan Area into the fabric of the existing Central City, to use the Central Shops buildings, or to create a nationally renowned mixed-use urban village. A Low Building Height Alternative would fail to meet most of the basic objectives of both the City and the applicant.

Further, like the residential-only alternative discussed above, while the traffic and air quality effects caused by this alternative would be lower, it is reasonable to assume that the housing, office, retail and other uses eliminated from the Specific Plan to accommodate this alternative would be developed somewhere else in the greater Sacramento region. In that case, it is also reasonable to assume that such development would be at a greater distance from the regional core in downtown Sacramento, resulting in more vehicle miles traveled, and more land converted to urban uses. The net result of this type of development would be greater levels of congestion on regional roadways, higher levels of air pollutant emissions, greater consumption of land resulting in losses of farmland and/or habitat, and other effects caused by development typically considered to be sprawl.

Because the Low Building Height Alternative would result in greater environmental effects and because it would fail to meet most of the basic objectives of the Specific Plan, it is not further considered or evaluated in this EIR.

Central Shops Rehabilitation/Center City Park Alternative: In order to avoid environmental effects associated with bringing new population and employees to the Specific Plan Area, the City staff considered an alternative that would focus around the redevelopment of the Central Shops and provide a large-scale active and passive park space in the remainder of the Specific Plan Area. The proposed park would be modeled as a small scale version of Golden Gate Park in San Francisco or Central Park in New York City. The new park would provide a logical pedestrian link to Old Sacramento, the Sacramento River, and Discovery Park/American River Parkway. While the proposed park would be a logical destination for tourists and locals during their leisure time, the number of peak hour trips generated by the proposed alternative would be far less than the proposed project. The result would be much lower levels of congestion in the vicinity of the Specific Plan Area, less air pollutant emissions

originating from the Specific Plan Area, fewer demands on public services and infrastructure in the Central City, and the like.

This alternative would, however, fail to meet all of the stated objectives of the proposed Specific Plan. Further, like the residential-only alternative discussed above, while the traffic and air quality effects caused by this alternative would be lower, it is reasonable to assume that the housing, office, retail and other uses eliminated from the proposed Specific Plan to accommodate this alternative would be developed somewhere else in the greater Sacramento region. In that case, it is also reasonable to assume that such development would be at a greater distance from the regional core in downtown Sacramento, resulting in more vehicle miles traveled, and more land converted to urban uses. The net result of this type of development would be greater levels of congestion on regional roadways, higher levels of air pollutant emissions, greater consumption of land resulting in losses of farmland and/or habitat, and other effects caused by development typically considered to be sprawl.

Because the Central Shops Rehabilitation/Center City Park Alternative would result in greater environmental effects and because it would fail to meet any the objectives of the Specific Plan, it is not further considered or evaluated in this EIR.

Different Location Alternative: Section 15126.6(f)(2)(B) states that “[i]f the lead agency concludes that no feasible alternative locations exist, it must disclose the reasons for this conclusion, and should include the reasons in the EIR. For example, in some cases there may be no feasible alternative locations for a geothermal plant or mining project which must be in close proximity to natural resources at a given location.”

The most prominent and important project objective is to improve and redevelop the Specific Plan Area, the historic downtown Sacramento Railyards. While the mere construction of residential, office, retail, cultural, or other uses identified in the Specific Plan Area could be accomplished at other locations in the region, no other location would meet the primary objective of the project – to redevelop the Specific Plan Area. In this case, no feasible alternative location exists that would achieve the primary and most important objective of the project. As such, the evaluation of a Different Location Alternative is not further considered in this EIR.

Summary of Alternatives Considered

Although any number of alternatives could be designed that could result in the reduction or elimination of project impacts, a total of four alternatives, each intended to reduce or eliminate one or more of the significant impacts identified for the proposed project, are evaluated in this Draft EIR, as described below.

- **Alternative 1: No Project/No Development Alternative.** This alternative assumes that the proposed project would not occur and there would be no new development of the Specific Plan Area. This alternative assumes the existing Specific Plan Area would remain undeveloped with the exception of the existing

depot (Intermodal Facility) and the Central Shops structures, currently used to store and repair old train cars.

- **Alternative 2: No Project/General Plan Buildout.** This alternative assumes that the Plan Area would be redeveloped consistent with the existing land use designations identified in the current General Plan. The No Project/General Plan Buildout Alternative allows for the development of over 9.6 million sf of office, 527,000 sf of retail, 320,000 sf of public/cultural space, 2,800 residential units, and 640 hotel rooms.⁷
- **Alternative 3: Reduced Density/Reduced Intensity Alternative.** This alternative assumes that the density and or intensity of all of the proposed land uses besides Parcel 2, Parcel 11a, and Parcel 35 would be reduced by approximately 30 percent. The retail uses anticipated for Parcel 2 under the proposed project would remain the same as the proposed project, while the amount of retail in Parcel 11a would be reduced by 50 percent compared to the proposed project. This alternative would eliminate residential uses from Parcel 35 and reduce the number of hotel rooms from 500 rooms to 300 rooms. All of the retail within Parcel 35 in the proposed project would be included in the Reduced Density/Reduced Intensity Alternative. The Reduced Density/Reduced Intensity Alternative would place a 60-foot height limit on the proposed hotels within Parcels 35, 14, and 3c. The roads included in the proposed project would remain the same under this alternative. Under a maximum buildout scenario, the Reduced Density/Reduced Intensity Alternative would generate approximately 7,400 du, 956,143 sf of retail, 343,700 sf of mixed use, 720 hotel rooms, 1,571,360 sf of office, 339,773 sf of cultural space, and 41.6 acres of open space.
- **Alternative 4: Water Supply Constrained Alternative.** This alternative assumes the development of the proposed project would be reduced to an enlarged Initial Phase, which would allow the project to be completed by 2020, when it is anticipated that a potable water treatment capacity deficit may occur within the City without a new Sacramento River diversion and WTP, based on the proposed maximum day demand. The entire Initial Phase and parcels 50, 52N, 52S, 53N, 53S, 54a, 57N, 57a, 58N, 59N, 60, 61, 62, 63, 64, 65, and 72 would be developed in a manner consistent with the proposed project. Parcels 71N, 70N, 69N, 68N, 67N, and 66N would not be developed under this alternative, which would result in a reduction the development footprint size (a reduction of 6.59 acres). To address issues related to visual resources along the river, the land uses within the Riverfront District, (Parcels 34 and 35), which include the proposed 350- to 450-foot tall hotel, would be converted to passive open space under this alternative. Under this alternative, all proposed roads would be included, but Parcels 49a, 54N, 54S, 66S, 67S, 68S, 69S, 70S, and 71S would be converted from RMU to open space. Parcels 47a, 48, 51, 57S, 58S and 59S would be converted to surface and above-ground parking. At maximum buildout,

⁷ Economic and Planning Systems, Inc., *Draft Report, Railyards/Richards/Downtown Nexus Study*, September 3, 1996, page 2.

the Water Supply Constrained Alternative would generate approximately 4,678 du, 1,720,190 sf of retail (including the Central Shops), 491,000 sf of mixed use, 600 hotel rooms, 1,045,200 sf of office, and 35.51 acres of open space by the year 2020.

An assessment of each of the alternative's comparative environmental impacts relative to the proposed project analysis is included below. The focus of this analysis is the difference between the alternative and the proposed project, with an emphasis on addressing the significant impacts identified under the proposed project. For each alternative, the analysis indicates which proposed project mitigation measures would be required of the alternative, and which significant and unavoidable impacts would be avoided. In some cases, the analysis indicates what additional mitigation measures, if any, would be required for the alternative being discussed, and what significant and unavoidable impacts would be less (or more) severe. Unless otherwise indicated, the level of significance and required mitigation would be the same for the alternative as for the proposed project and no further statement of the level of significance is made. Table 8-1 provides a summary comparison of the severity of impacts for each alternative by topic. Table 8-2 provides the level of development for each of the alternatives compared to the proposed project.

G. Statement of Overriding Considerations:

Pursuant to Guidelines section 15092, the City Council finds that in approving the Project it has eliminated or substantially lessened all significant and potentially significant effects of the Project on the environment where feasible, as shown in Sections A through F. The City Council further finds that it has balanced the economic, legal, social, technological, and other benefits of the Project against the remaining unavoidable environmental risks in determining whether to approve the Project and has determined that those benefits outweigh the unavoidable environmental risks and that those risks are acceptable. The City Council makes this statement of overriding considerations in accordance with section 15093 of the Guidelines in support of approval of the Project.

Economic Considerations:

- The proposed project would be consistent with the smart growth principles identified in the Sacramento Area Council of Governments' (SACOG) Blueprint Preferred Scenario. The project promotes the City's goal to develop the downtown area, including the project area, as the urban core of the City. The SACOG Blueprint calls for capturing a greater amount of regional employment, retail, and housing within, or contiguous to the existing urban footprint, to reduce urban sprawl and protect open space and agricultural land within the greater Sacramento region. The project meets this objective by providing compact development that maximizes existing land while encouraging mixed land uses in close proximity to the downtown urban center. The project also supports

development of a distinctive and attractive urban village that would create a regional draw.

- The project is consistent with the Central City Community Plan Urban Development goal of revitalizing the Central City as a viable living, working, shopping and cultural environment. The project proposes to develop higher density development in close proximity to the existing downtown Central Business District. This will capture a greater amount of regional employment, retail and housing within the existing urban footprint, thereby reducing urban sprawl while protecting open space and agricultural land within the greater Sacramento region. The project adds residential, office and retail uses within close proximity to the urban core of the City. This creates a logical extension of the City's downtown urban area while establishing a dynamic community in which the uses strengthen each other and provide a full range of day and night activities.
- The project will provide significant revenue to the City. Despite Property tax revenue within the Specific Plan area being reserved for the Redevelopment Fund, the City will receive revenue from: the Property Tax in lieu of Vehicle License Fee, sales taxes generated by the commercial portions of the project, and utility taxes. The project will also generate revenues to the City through payment of building fees and development impact fees, as well as transient occupancy taxes from hotel developments. Using conservative estimates, the project is expected to produce an annual net fiscal surplus for the General Fund during each phase of development.
- The project will provide significant employment for the City and the Region. Full buildout of the project will produce 19,200 permanent jobs. The project is also expected to create a number of secondary jobs, as implementation of the project would require construction jobs for the development of the buildings and associated site improvements. It is estimated that an average of 2,800 construction jobs would be generated annually during the twenty-year construction period. Such jobs will provide income and work experience for City residents and other workers and their families.
- Development of the project would increase economic and employment activity in the Central Business District of Sacramento. The operation of the retail stores, offices, performing arts center, restaurants, public market and food and beverage service will generate \$2.7 billion annually, countywide. The creation of temporary construction jobs and permanent office and retail jobs will also financially benefit the City, as it will increase sales tax revenue from the purchase of goods by project residents and employees. The total overall regional economic impact is estimated at \$60 billion.

Social Considerations:

- The proposed project would provide a network of usable green spaces. This includes parks, open spaces, and public plazas designed to enhance the urban experience of the Central City, while providing opportunities for social interaction and civic activity. This will enhance and strengthen the civic and public realm. The project will also activate public use of the riverfront and feature the region's natural landmarks.
- The project advances the City's infill development policies and is consistent with its goals of redevelopment by eliminating blight in the project area. The project includes remediation of the soil and groundwater contamination that exists throughout the site. The project will transform a site currently viewed as a contaminated and underutilized property into a regional draw.
- As an infill housing and mixed use development, the project promotes the Blueprint's smart growth principles by avoiding the development of large-lot, low-density housing. The project will instead implement a higher-density, mixed-use development that reinvests in an existing developed area, providing jobs close to a range of housing options.
- The project will provide more than 12,000 housing units, in an area that currently provides no housing opportunities. Residential densities would vary from 10 to 310 units per acre. Additionally, the proposed goals and policies encourage a variety of housing types, including providing long-term affordability of low and moderate-income housing. At least 15% of the housing will be affordable to low and very low income households. The flexibility of the project will allow the proposed type of housing to serve the elderly, disabled, and other groups that have specialized housing needs.

Transportation/Transit Considerations:

- The project will reduce vehicle trips and dependence on automobiles. The project's design is consistent with these smart growth principles. The high-density, mixed use development in an existing developed area will reduce vehicle miles traveled. Also, the project will encourage and support transit use as well as pedestrian and bicycle transportation. The project will shorten commute times and reduce traffic congestion. The project's inclusion of an intermodal transit facility and an extension of the existing light rail system will accommodate future growth by creating jobs and housing opportunities closer to transit. This will reduce vehicle trips that would otherwise use the mainline freeway system.
- The project will provide neighborhood and community-serving retail near residential development. The project will also develop an extensive system of bicycle and walking paths, resulting in better, more realistic alternative transportation options. The retail and restaurant uses will allow residents to avoid having to drive to access common neighborhood-serving retail uses.

- The proposed project is designed to facilitate access to the new Sacramento Intermodal Transportation Facility (SITF). The SITF's development within the Specific Plan Area will make transit use and transfer among the transit providers simple and practical. The project will encourage use of bus and rail transit alternatives by residents and employees, including light rail, walking, and biking to reach the SITF.
- The proposed project would be required to implement mitigation measures to improve public transit. The project will dedicate a right-of-way for the light rail line extension and the 7th Street light rail station and help fund construction to the 7th Street light rail station. The project will also fund improvements to bus and light rail services, provide off-street and on-street bike routes, and construct pedestrian trails and access tunnels throughout the Specific Plan Area.
- The proposed project would provide circulation links between the downtown area to the south and the River District to the north. Also, it would provide interconnectivity for automobiles, bicycles, and pedestrians. The key connections would include the extension of 5th Street to Richards Boulevard, improvement to Jibboom Street and Bercut Drive, the extension of 10th Street to North B Street, the connection of Railyards Boulevard to 12th Street, the movement of the UP railroad tracks, and the overcrossing of 5th, 6th, and 7th streets over the relocated UPRR tracks.

Historic Preservation Considerations:

- The proposed project would preserve and reuse onsite historic resources, including the Central Shops and the historic rail Depot. The project will develop the Central Shops District to showcase the historical character and importance of the Railyards. The project will enhance public access to the preserved and restored historic Central Shops buildings, some of the oldest and most historic in Sacramento and the western US. The historic Central Shops district will provide the public with a greater understanding of the City's history and role within the development of the West.

Greenhouse Gas and Sustainability Considerations:

- The project will comply with Title 24 (California Energy Efficiency Standards), and where feasible, will employ additional energy conservation measures. This would include implementing energy conservation measures in design and construction. Development of the Specific Plan Area would provide an opportunity to use innovative energy systems such as combined heating and power, which would provide significant energy savings. At this stage, it is unknown what exact energy conserving measures would be implemented. However, it is the goal of the proposed project to implement energy conserving measures wherever feasible. The Design Guidelines include sustainability

requirements and the project would be subject to compliance with the City's proposed Green Building ordinance.

- The proposed project will reduce greenhouse gas emissions by creating an urban area that encourages the use of alternative modes of transportation. The project will create a walkable, bikeable transit-friendly community. This will reduce vehicle miles traveled, and in turn, will decrease consumption of natural resources, particularly fuels.

Redevelopment of the Specific Plan Area is designed to coordinate with ongoing remediation of the site. Development of the project will not interfere with the continued remediation of the site. The Specific Plan area will experience clean-up levels consistent with the planned active reuse of the site.

MITIGATION MONITORING AND REPORTING PLAN

Introduction

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

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

MMRP Components

The components of the MMRP table are summarized below.

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

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

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

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

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

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

RAILYARDS PROJECT

MITIGATION MONITORING AND REPORTING PLAN

Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
6.1 Air Quality					
<p>6.1-1 The following measures are required by the SMAQMD for level one mitigation, and shall be implemented during grading at all project sites:</p> <p>a) Water all soil with sufficient frequency as to maintain soil moisture.</p> <p>b) Maintain two feet of freeboard space on haul trucks.</p> <p>In addition, the following measures shall be implemented to further reduce the PM₁₀ impact during construction activity:</p> <p>c) All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. (The use of dry brushes is expressly prohibited except where preceded or accompanied by sufficient water or chemical stabilizer/suppressant.)</p> <p>d) Wheel washers for all exiting trucks shall be installed, or all trucks and equipment leaving the site shall be washed off.</p> <p>e) Excavation and grading activity shall be suspended when winds exceed 20 mph.</p> <p>f) During clearing, grading, earth-moving, or excavation operations, fugitive dust emissions shall be controlled by watering exposed surfaces two times per day, watering haul roads three times per day or paving of construction roads, or dust-preventative measures. All onsite unpaved roads and offsite unpaved access roads shall be effectively stabilized of dust emissions using water or a chemical stabilizer or suppressant.</p> <p>g) Onsite vehicle speeds on unpaved roads shall be limited to 15 mph.</p>	<p>Verify that exposed soils are moist</p> <p>Verify two feet of freeboard space on haul trucks.</p> <p>Verify the removal of accumulated mud and dirt from public streets.</p> <p>Verify that trucks and wheels are washed prior to leaving the site.</p> <p>Verify that grading activities are halted during when windy.</p> <p>Verify that watering occurs twice a day.</p> <p>Verify that speed limit is observed.</p>	<p>Project Applicant and/or contractor</p> <p>Project Applicant and/or contractor</p> <p>Project Applicant and/or contractor</p> <p>Project Applicant and/or contractor</p> <p>Project Applicant and/or contractor</p> <p>Project Applicant and/or contractor</p> <p>Project Applicant and/or contractor</p>	<p>Daily, ongoing during construction.</p> <p>Daily, ongoing during construction.</p> <p>Daily, ongoing during construction.</p> <p>Daily, ongoing during construction.</p> <p>Daily, ongoing during construction.</p> <p>Daily, ongoing during construction.</p> <p>Daily, ongoing during construction.</p>	<p>Development Services.</p> <p>Development Services.</p> <p>Development Services.</p> <p>Development Services.</p> <p>Development Services.</p> <p>Development Services.</p> <p>Development Services.</p>	

RAIL YARDS PROJECT

MITIGATION MONITORING AND REPORTING PLAN

Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
6.1-2 The following measures shall be incorporated into construction contracts and included on all construction plans:					
a) The project shall provide a plan, for approval by the lead agency and the SMAQMD, demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, would achieve a project wide fleet-average 20% NO _x reduction and 45% particulate reduction compared to the most recent CARB fleet average at time of construction. The SMAQMD shall make the final decision on the emission control technologies to be used by the project construction equipment; however, acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.	Verify that construction bid documents include required measures to minimize ozone precursor emissions.	Project Applicant.	Prior to issuance of grading permits or building permits.	Development Services.	
b) The project applicant and/or contractor shall submit to SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that shall be used an aggregate of 40 or more hours during any phase of the construction project. The inventory shall include the horsepower rating, engine production year, projected hours of use or fuel throughput for each piece of equipment, and its compliance status with respect to CARB emission reduction regulations for off-road diesel equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project applicant and/or contractor shall provide SMAQMD with the anticipated construction timeline, including start date and name and phone number of the project manager and on-site foreman.	Verify that an off-road construction equipment inventory is submitted to the SMAQMD.	Project Applicant and/or contractor.	Prior to construction activities. Monthly reports ongoing during construction.	Development Services.	

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

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Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
f) Construction equipment shall be kept in optimum running condition at all times.	Verify that construction equipment is kept in optimum running condition.	Project Applicant and/or contractor.	Daily, ongoing during construction.	Development Services.	
g) When appropriate, use alternative fueled (such as aqueous diesel fuel) or catalyst equipped diesel construction equipment.	Verify that alternative is used when appropriate.	Project Applicant and/or contractor.	Daily, ongoing during construction.	Development Services.	
h) When appropriate, replace fossil-fueled equipment with electrically driven equivalents (provided they are not run via a portable generator set).	Verify that electrical equipment replaces fossil-fueled equipment when appropriate.	Project Applicant and/or contractor.	Daily, ongoing during construction.	Development Services.	
6.1-3 The project applicant shall implement the emission reduction strategies contained in the Railyards Air Quality Mitigation Plan. The AQMP shall be endorsed by the SMAQMD prior to the first building permit. Documentation confirming implementation of the Air Quality Management Plan shall be provided to the SMAQMD and the City of Sacramento prior to issuance of occupancy permits.	Verify that emission reduction strategies contained in the endorsed Railyards Air Quality Mitigation Plan are implemented.	Project Applicant.	Prior to issuing occupancy permits.	Development Services/Public Works.	
6.1-7 During design review for buildings over 100 feet in height, the applicant shall demonstrate that ground-level winds would not exceed 35 miles per hour as the result of the building design. If necessary to determine the potential ground-level wind speeds, wind-tunnel testing will be conducted.	Demonstrate that ground-level winds do not exceed 35 miles per hour due to building design based on building plan review by qualified meteorologist and by wind-tunnel testing if necessary.	Project Applicant.	During design review of buildings over 100 feet in height..	Development Services/Design Review Board.	

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MITIGATION MONITORING AND REPORTING PLAN

Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
6.1-8	Implement Mitigation Measures 6.1-2 (a) through (e).	See MM 6.1-2 (a) through (e).	See MM 6.1-2 (a) through (e).	See MM 6.1-2 (a) through (e).	
6.1-9	Implement Mitigation Measures 6.1-3.	See MM 6.1-3.	See MM 6.1-3.	See MM 6.1-3.	
6.1-10	Implement Mitigation Measures 6.1-1(a) through (g).	See MM 6.1-1 (a) through (g).	See MM 6.1-1 (a) through (g).	See MM 6.1-1 (a) through (g).	
6.2 Biological Resources					
6.2-2 a)	<p>Nesting Swainson's Hawk Habitat: If construction occurs during the breeding season (February 1-August 31), the project applicant shall conduct CDFG-recommended protocol-level surveys prior to construction as required by the Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley or as required by the CDFG in the future. If active nests are found in the construction area, mitigation measures consistent with the Staff Report Regarding Mitigation for Impacts to Swainson's Hawks (Butteo swainsoni) in the Central Valley of California shall be incorporated in the following manner or as directed by CDFG:</p> <p>1) If an active nest is found no intensive new disturbances (e.g., heavy equipment operation associated with construction, use of cranes or draglines, new rock crushing activities) or other project-related activities that may cause nest abandonment or forced fledging, can be initiated within 200 yards (buffer zone) of an active nest between March 1 and September 15. The size of the buffer area may be adjusted if a qualified biologist and CDFG determine it would not be likely to have adverse effects on the hawks. No project activity shall commence within the buffer area until a qualified biologist confirms that the nest is no longer active.</p> <p>2) Nest trees shall not be removed unless there is no feasible way of avoiding removal of the tree. If a nest tree must be removed, a Management Authorization (including conditions to offset the loss of the nest tree) must be obtained from CDFG with the tree removal period specified in the management Authorization, generally</p>	<p>Verify that a qualified biologist has conducted pre-construction surveys for the presence of Swainson's hawk. If nests are present, verify appropriate measures are included in construction contracts to protect nesting raptors.</p>	Project Applicant.	<p>Prior to issuing of demolition or grading permits every calendar year that construction occurs and ongoing during construction.</p>	<p>Development Services/Public Works/CDFG.</p>

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Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
<p>between October 1 and February 1.</p> <p>3) If construction or other project-related activities that may cause nest abandonment or forced fledging are necessary within the buffer zone, monitoring of the nest site (funded by the project proponent) by a qualified biologist will be required to determine if the nest is abandoned. If the nest is abandoned and if the nestlings are still alive, the project proponent shall fund the recovery and hacking (controlled release of captive reared young) of the nestling(s).</p> <p>4) Routine disturbances, such as routine maintenance activities within 0.25 mile of an active nest, shall not be prohibited.</p>					
<p>b) Nesting habitat for other protected or sensitive avian species:</p> <p>1) Vegetation removal and construction shall occur after between September 1 and January 31 whenever feasible.</p> <p>2) Prior to any construction or vegetation removal between February 1 and August 31, a nesting survey shall be conducted by a qualified biologist of all habitat within 500 feet of the construction area. Surveys shall be conducted no less than 14 days and no more than 30 days prior to commencement of construction activities and surveys will be conducted in accordance with CDFG protocol as applicable. If no active nests are identified on or within 500 feet of the construction site, no further mitigation is necessary. This survey can be carried out concurrently with surveys for other species provided it does not conflict with any established survey protocols. A copy of the pre-construction survey shall be submitted to the City of Sacramento. If an active nest of a sensitive species is identified onsite (per established thresholds), specific mitigation measures shall be developed in consultation with CDFG and USFWS. At a minimum, these measures shall include a 500-foot no-work buffer that shall be maintained between the nest and construction activity until CDFG and/or USFWS approves of any other mitigation measures.</p>	<p>Verify that a qualified biologist has conducted a nesting survey for protected or sensitive species and submitted the survey to the City of Sacramento.</p>	<p>Project Applicant.</p>	<p>Prior to issuing demolition or grading permits every calendar year that such activities occur.</p>	<p>Development Services/ CDFG/ USFWS.</p>	

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Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
<p>3) Completion of the nesting cycle shall be determined by qualified ornithologist or biologist.</p> <p>c) Burrowing Owl Nesting Habitat:</p> <p>1) Prior to construction activity, focused pre-construction surveys shall be conducted for burrowing owls where suitable habitat is present within the construction areas. Surveys shall be conducted no less than 14 days and no more than 30 days prior to commencement of construction activities and surveys shall be conducted in accordance with CDFG burrowing owl survey protocol.</p>	<p>Verify that a qualified biologist has conducted a pre-construction survey for burrowing owls. If present, verify appropriate measures have been incorporated in construction contracts to protect owls.</p>	<p>Project Applicant.</p>	<p>Prior to issuing demolition, grading, or building permits every calendar year that such activities occur.</p>	<p>Development Services/ CDFG/ USFWS.</p>	
<p>2) If unoccupied burrows are found during the non-breeding season, the project applicant may collapse the unoccupied burrows, or otherwise obstruct their entrances to prevent owls from entering and nesting in the burrows. This measure would prevent inadvertent impacts during construction activities.</p> <p>3) If no occupied burrows are found in the survey area, a letter report documenting survey methods and findings shall be submitted to the City and CDFG, and no further mitigation is necessary.</p> <p>If occupied burrows are found, impacts on the burrows shall be avoided by providing a buffer of 165 feet during the non-breeding season (September 1 through January 31) or 250 feet during the breeding season (February 1 through August 31). The size of the buffer area may be adjusted if a qualified biologist and CDFG determine it would not be likely to have adverse effects on the owls. No project activity shall commence within the buffer area until a qualified biologist confirms that the burrow is no longer occupied. If the burrow is occupied by a nesting pair, a minimum of 7.5 acres of foraging habitat contiguous to the burrow shall be maintained until the breeding season is over.</p>					

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Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
<p>4) If impacts on occupied burrows are unavoidable, onsite passive relocation techniques approved by CDFG shall be used to encourage owls to move to alternative burrows outside of the impact area. However, no occupied burrows shall be disturbed during the nesting season unless a qualified biologist verifies through non-invasive methods that juveniles from the occupied burrows are foraging independently and are capable of independent survival. Mitigation for foraging habitat for relocated pairs shall follow guidelines provided in the California Burrowing Owl Consortium's April 1995 Burrowing Owl Survey Protocol and Mitigation Guidelines,⁸ which ranges from 7.5 to 19.5 acres per pair.</p>					
<p>6.2-3 To avoid, minimize, or compensate for potential impacts to protected and sensitive riverine species and critical habitat, and prevent any take of winter-run Chinook in the Specific Plan Area the following actions shall be undertaken by the project applicant.</p>					
<p>a) Unless prior approval is granted by the National Marine Fisheries Service, USFWS, and/or CDFG, (as applicable) in-water work shall be restricted to the July 1 to October 15 period to avoid construction impacts to winter-run and spring-run Chinook salmon.</p>	<p>Do not undertake construction activities in the river from July 1 to October 15.</p>	<p>Project Applicant.</p>	<p>Ongoing every year during construction from July 1 to October 15.</p>	<p>Development Services/ CDFG/ USFWS/ NMFS</p>	

⁸ California Department of Fish and Game, 1995. Staff report on burrowing owl mitigation, Sacramento, CA..

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Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
<p>b) Project-related impacts to riparian vegetation shall be minimized by replacing lost vegetation onsite at a minimum ratio of 1:1, along the Sacramento River, if feasible. Mitigation and/or restoration plans for all habitats that require revegetation, habitat creation, restoration, and enhancement shall be approved by the regulatory agencies, as appropriate, and shall include construction specifications; irrigation schedules; planting palettes (showing container stock/box plantings, cutting specifications, and seed mixes); monitoring, maintenance, and remediation schedules; and success criteria, assurances and contingency measures. Revegetation specifications, species composition and density shall be developed by an experienced restoration ecologist. The restoration sites shall be evaluated to ensure that required revegetation has been performed in areas where temporary construction has been completed. A report documenting restoration efforts shall be submitted by the applicant to the City and applicable regulatory agencies. If necessary, remedial revegetation should occur during the same rainy season that the remedial recommendation is made. Restoration sites shall be monitored by qualified restoration ecologists for three to five years, or until success criteria are achieved. Restoration plans shall be included in the final construction documents. Grading and revegetation activities shall comply with applicable regulations and mitigation measures identified in this EIR pertaining to dust, air emissions, noise, water quality and other potential environmental effects.</p>	<p>Verify that appropriate vegetation restoration measures are implemented and that the applicant has entered into a contract for 3 to 5 years of monitoring by a qualified ecologist.</p>	<p>Project Applicant.</p>	<p>Prior to any activity in the river.</p>	<p>Development Services.</p>	

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

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<p>e) Created, restored, or enhanced mitigation habitat will be conserved and managed per the regulatory agencies' permit requirements. For created, restored, or enhanced mitigation habitat the City will prepare a Riverbed Habitat Management Plan in coordination with, as applicable, the NMFS, USFWS and/or CDFG. Prior to commencing any activities that would impact riverbed critical habitat, the Habitat Management Plan will be approved by the applicable regulatory agencies and shall include, at a minimum; monitoring, maintenance, and remediation schedules; and success criteria, and assurances and contingency measures to ensure the viability of the mitigation areas. The Habitat Management Plan will, if required by permits, also place all acquired in permanent conservation easements, or other forms of protection to ensure the long-term protection of their biological resources. These long-term management plans and funding mechanisms will be reviewed and agreed to by the applicable regulatory agencies that have regulatory authority over the biological resources being mitigated; the terms will be based on reasonable management requirements designed to ensure the long-term biological resource viability at each mitigation site. If the off-site mitigation areas purchased are covered by an approved management program, the City will abide by the conditions of that program.</p>	<p>Verify that SPPs and SWPPPs have been prepared and compliance is a condition of construction contracts.</p>	<p>Project Applicant and contractor.</p>	<p>Prior to issuing grading and building permits.</p>	<p>Development Services.</p>	

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<p>f) The project shall adhere to current (e.g., those applicable at the time of construction) Regional Water Quality Control Board (Regional Board) water quality objectives for the Sacramento River Basin. These objectives currently require that project discharge cannot exceed 1 Nephelometric Turbidity Unit (NTU) when natural turbidity is between 0 and 5 NTUs, 20 percent of natural turbidity levels when natural turbidity is between 5 and 50 NTUs, 10 NTUs when natural turbidity is greater than 50 and 100 NTUs, or 10 percent when natural turbidity is greater than 100 NTUs. NTUs are an indicator of the amount of light that is scattered and absorbed by suspended particles. A biological monitor shall supervise construction activities when ground-disturbing and/or construction activities occur below the top of the bank of the Sacramento River (e.g., in-channel work) and if objectives are exceeded, in-water construction shall stop until objectives can be met.</p>	<p>Verify that a biological monitor supervises ground-disturbing and construction activities below the top of the bank of the Sacramento River.</p>	<p>Project Applicant.</p>	<p>Ongoing during construction.</p>	<p>Development Services/Regional Board.</p>	
<p>g) Implement Mitigation Measures 6.6-1 and 6.6-5.</p>	<p>See MMs 6.6-1 and 6.6-5.</p>	<p>See MMs 6.6-1 and 6.6-5.</p>	<p>See MMs 6.6-1 and 6.6-5.</p>	<p>See MMs 6.6-1 and 6.6-5.</p>	
<p>6.2-6 Prior to construction within 100 feet of the I-5 and I Street Bridge, the project applicant shall conduct a pre-construction survey during the time when bats would be expected to be present and active to determine the presence of roosting bats. This survey shall be conducted by a wildlife biologist qualified to identify the species of bats using these roosts. If no special status species bats are roosting, then no further mitigation is required.</p> <p>If special status bat species, e.g. roosting bats, are present, prior to construction within 100 feet of the I-5 and I Street Bridge, the project proponent shall provide for a replacement roosting facility in the form of either a bat house or several bat boxes, immediately adjacent to the I-5 and I Street Bridge. The wildlife biologist who conducted the pre-construction surveys shall recommend appropriate bat exclusion devices (i.e., light weight polypropylene netting (<1/8" mesh), plastic sheeting, tube-type excluders, etc.) that shall be installed at the bridge</p>	<p>Verify that a qualified biologist conducts a bat survey and that a letter report confirming absence is submitted to the City of Sacramento.</p> <p>Verify that proper procedures are followed as outlined in the mitigation measure to ensure if any bats are identified on-site they are</p>	<p>Project Applicant.</p>	<p>Prior to issuing grading or building permits.</p>	<p>Development Services/Public Works/CDFG.</p>	

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<p>6.2-7 a)</p> <p>Prior to the realignment of the Union Pacific Railroad tracks and/or removal of the existing overhead utility lines, the following measures shall be implemented to reduce impacts to the purple martins.</p> <ol style="list-style-type: none"> To offset loss the loss of nesting material gathering site sand and reduce potential predation from feral cats using tall vegetation as ambush points, during railroad track realignment the project applicant shall conduct weed abatement measures (e.g., weed whacking) bi weekly from March 15th to May 15th. The area to be maintained is the area that extends out 600 feet north of the existing railroad, as detailed on Figure 5-5-1. The plant waste shall be left in place from March 15th to May 15th to allow the purple martins to use the "waste" for nest building material. This measure is temporary and shall only occur while the existing railroad tracks are being realigned. To offset the potential impacts from loss of perching wires the project applicant shall erect permanent perching structures, in close proximity to the colony but within the footprint of the project, before the removal of the existing utility lines and poles (wires for perching should be 3/8-3/4 inch in diameter and shall be at least 19.5 feet off the ground. Pole mounted structures could be mounted on light poles or fencing for stability) and should be placed to provide a range of perching options fro nest sites within the full span of the Street bridge ramp (i.e., near the west side, center, and east side of the east ramp.) So no net loss of perching wire area occurs, the total length of perching wires shall not be less than 110 feet combined. The project footprint, the project applicant shall consult 	<p>Verify that appropriate measures to prevent nest establishment are implemented. If nest establishment occurs, then verify that a qualified biologist inspects nests prior to removal.</p>	<p>Project Applicant.</p>	<p>Prior to issuing grading or building permits.</p>	<p>Development Services/Public Works/CDFG.</p>	

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<p>with the California State Railroad Museum as to the possibility of the perches being erected within state lands as well as within the Railyards' site.</p> <p>3. As identified in Figure 5.5-1, landscaping within 120 feet of the colony shall be planned as to not disrupt the flight access to the colony, small and medium size non fruit-bearing trees shall be incorporated to the landscaping plans. Landscaping plans shall prohibit fruit-bearing trees within 500 feet of the site.</p> <p>i) Until the proposed open space that is adjacent to the I Street Colony is landscaped as detailed in 6.2-7 (a3), the project applicant shall, from March 15th to May 15th, supply nesting material (straw, pine needles, etc.) in designated areas close to the colony for use by the purple martins while the planted trees and shrubs develop. The areas should be no further than 200 feet from perching wires.</p> <p>4. So long as the I Street Colony is active, landscaping trees adjacent to the purple martin colony shall include pine species (<i>Pinus</i> spp.) or Chinese pistache to provide a permanent source of nesting material. The pine needles, weedy stems, and leaf petioles shall be left in place where they fall and shall not be removed during landscape maintenance from January 1st to May 15th. Areas within the dripline of these trees shall not be planted with shrubs, perennials, or annuals that prevent the birds from being able to land and take off, and from seeing predators while on the ground.</p>					

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<p>b) Although purple martins are tolerant of human activities, if active nests are present no construction shall be conducted within 100 feet of the edge of the purple martin colony (as demarcated by the active nest hole closest to the construction activity) during the beginning of the purple martin breeding season from March 15th to May 15th. The buffer area shall be avoided to prevent destruction or disturbance to the nest(s) until it is no longer active. The size of the buffer area may be adjusted if a qualified biologist experienced with purple martin biology and/or CDFG determine it would not be likely to have adverse effects on the martins. The site characteristics used to determine the size of the modified buffer should include: a) topographic screening; b) distance from disturbance to nest; c) the size and quality of foraging habitat surrounding the nest; and d) sensitivity of the species to nest disturbances to specific construction activities. No project activity shall commence within the buffer area until a qualified biologist experienced with purple martin biology confirms that any nests are no longer active. In addition, no equipment taller than nine feet in height shall be parked or stored beneath the I Street on-ramp within 100 feet of nest holes during the breeding season (April 15 to August 1).</p>	<p>Verify that appropriate buffers around purple martin nests are implemented.</p>	<p>Project Applicant.</p>	<p>Ongoing during construction April 15 to August 15 in proximity to I-5.</p>	<p>Development Services/Public Works/CDFG.</p>	
<p>6.2-8</p> <p>a) Following final design of the Sacramento River outfall, the loss of riparian habitat shall be quantified by a qualified biologist. In light of the determined loss of Sacramento River riparian habitat, combined with the removal of 0.25 acre remnant riparian habitat in the FOSA, the project applicant shall demonstrate no net loss of sensitive riparian habitat through restoration, creation, enhancement, or preservation at a compensation ratio equivalent to the area lost to project development. This measure may be implemented through the Streambed Alteration Agreement or other regulatory mechanism to the satisfaction of the City.</p> <p>b) The project applicant shall include adequate signage and appropriate fencing along Specific Plan Area boundary adjacent to any sensitive habitats that remain or are created through mitigation. A signage and fencing plan shall be developed with the CDFG but at a minimum</p>	<p>Demonstrate no net loss of sensitive riparian habitat through restoration, creation, enhancement, and/or preservation.</p>	<p>Project Applicant.</p>	<p>Prior to construction of the outfall.</p>	<p>Development Services/Public Works/CDFG.</p>	

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<p>"Sensitive habitat" signs shall be installed along the sensitive habitat boundaries every 100 feet. The signs would inform recreationists of the sensitive habitat and species in the area and that unauthorized disturbance would be subject to penalties imposed by the CDFG and USFWS. Fencing shall be designed to allow free movement of wildlife but restrict human movement.</p> <p>Implement Mitigation Measure 6.2-3(b).</p>	habitats.	See MM 6.2-3 (b).	See MM 6.2-3 (b).	See MM 6.2-3 (b).	
<p>6.2-9</p> <p>a) To avoid degradation of habitat values for wildlife along the river portion of the site automobile headlights that are directed at a 90 degree angle onto the vegetation along the river shall be screened along the western project edge. This may be accomplished at the western foot of Railyards Boulevard and Camille Lane through the placement of a 3'-4' vegetated hedge or other structural methods that would not additionally hinder wildlife movement through the aforementioned riverine riparian vegetation.</p>	Verify that wildlife habitat along the river is shielded from automobile headlights.	Project Applicant.	Prior to occupancy of area between I-5 and the river.	Development Services.	
<p>b) Outdoor lighting within 500 feet of the river shall be of the minimum wattage required for the particular use and shall be directed to the specific location intended for illumination (e.g., roads, walkways, or recreation fields) to prevent stray light spillover onto sensitive habitat.</p>	Verify that outdoor lighting is minimal within 500 feet of the river to prevent light spillover onto sensitive habitat areas.	Project Applicant.	Prior to occupancy of area between I-5 and the river.	Development Services.	
<p>c) All fixtures on elevated light standards west of I-5 within the project boundaries, such as in parking lots or along roadways, shall be shielded to reduce glare.</p>	Verify that light fixtures west of I-5 are shielded.	Project Applicant.	Prior to occupancy of area between I-5 and the river.	Development Services.	

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<p>6.2-10 The project applicant shall comply with the City's tree ordinance and implement the following tree-protection measures prior to and during project construction.</p> <p>To the maximum extent feasible, the project design shall avoid loss of any protected tree. The project applicant shall retain a certified arborist to survey trees in the Specific Plan Area, including potential laydown areas, and identify and evaluate trees that will be removed. If the arborist's survey does not identify any protected trees that would be removed or damaged as a result of the Specific Plan Area, no further mitigation is necessary.</p> <p>If protected trees (or their canopy) are identified within the affected area, measures shall be taken to avoid impacts on protected trees, as detailed in the City's tree ordinance. Protected trees that are lost as a result of the project will be replaced according to the provisions of the ordinance (Section 12.64.040), which generally requires a 1-inch-diameter replacement for each inch lost. Tree replacement shall occur after project construction and will be monitored by qualified arborists.</p> <p>All native oaks greater than 6 inches in diameter at 48 inches above grade that are approved for removal or are critically damaged during construction shall be replaced by a greater number of the same species. At a minimum, one tree shall be planted for each inch in the diameter of the removed tree at 48 inches above grade. The exact size and number of replacement trees shall be determined by the City of Sacramento Urban Forest Services. A qualified biologist shall monitor trees during construction and the following spring and monitor the growth and survival of the newly planted trees. All revegetation plans shall require monitoring the newly transplanted trees for at least 5 years and the replacement of all transplanted trees that die during that period.</p>	<p>Verify that a certified arborist has conducted a tree survey to identify and evaluate trees in the plan area. Demonstrate that, to the maximum extent possible, protected trees have been avoided.</p> <p>Verify that protected trees removed are replaced consistent with the City's tree ordinance.</p>	<p>Project Applicant.</p>	<p>Prior to approval of Design Review.</p> <p>Prior to grading or building permits.</p>	<p>Development Services/Urban Forests Division</p> <p>Development Services/Urban Forests Division</p>	

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6.3 Cultural Resources					
<p>6.3-1</p> <p>a) Prior to any ground-disturbing activity in Archaeologically Sensitive Areas (ASAs), a focused Archaeological Testing Plan (ATP) shall be prepared and implemented to determine the presence/absence of archaeological resources and to assess their eligibility to the CRHR. The ATP shall be reviewed and approved by the Preservation Director prior to implementation. A programmatic ATP is provided in Appendix G of this EIR.</p>	<p>Verify that an ATP is prepared.</p>	<p>Project Applicant.</p>	<p>Prior to issuing grading permits in ASAs requiring an ATP.</p>	<p>Development Services/City Preservation Director.</p>	
<p>b) If the testing program identifies CRHR-eligible archaeological resources, an Archaeological Mitigation Plan shall be prepared and implemented.</p>	<p>Verify that an Archaeological Mitigation Plan is prepared if necessary.</p> <p>Verify that a Construction Monitoring Plan is prepared and implemented.</p>	<p>Project Applicant.</p>	<p>Prior to issuing of grading permits.</p>	<p>Development Services/City Preservation Director.</p>	
<p>c) With respect to portions of ASAs where ground-disturbing activities would take place but that are not subject to the archaeological test investigation referred to above, a Construction Monitoring Plan shall be prepared and implemented to ensure appropriate identification and treatment of unanticipated archaeological resources, if any are discovered during grading or construction activities.</p>	<p>Verify that a Construction Monitoring Plan is prepared and implemented.</p>	<p>Project Applicant.</p>	<p>Prior to issuing of grading permits and during construction activities in areas not subject to archaeological testing.</p>	<p>Development Services/City Preservation Director.</p>	
<p>d) Prior to the commencement of any ground disturbance in the 6th-7th Street Corridor ASA, consultation shall be initiated between the landowner or his representative and the appropriate Native American group having traditional authority over the Initial Phase Area. The goal of the consultation shall be to formulate procedures for the treatment of Native American human remains, should any be uncovered during project activities.</p>	<p>Verify that consultation occurs between the landowner and the appropriate Native American group.</p>	<p>Project Applicant.</p>	<p>Prior to issuing grading permits in the 6th7th Street Corridor ASA.</p>	<p>Development Services/City Preservation Director.</p>	

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<p>e) All earth-moving activities within the Specific Plan Area shall be monitored by an archaeologist approved by the City of Sacramento Preservation Director. Prior to any earth-moving activities, for each phase of the project a focused Monitoring and Unanticipated Discovery Plan shall be written by a qualified archaeologist and submitted to the City of Sacramento Preservation Director for approval. In the event that unanticipated archaeological resources or human remains are encountered, compliance with federal and state regulations and guidelines regarding the treatment of cultural resources and human remains shall be required. The following details the procedures to be followed in the event that new cultural resource sites or human remains are discovered.</p>	<p>Provide for monitoring of earth-moving activities by an archaeologist.</p>	<p>Project Applicant and/or project contractors.</p>	<p>Ongoing during construction.</p>	<p>Development Services/City Preservation Director.</p>	
<p>i. If the monitoring archaeologist believes that an archaeological resource has inadvertently been uncovered, all work adjacent to the discovery shall cease, and the appropriate steps shall be taken, as directed by the Preservation Director in consultation with the archaeologist, to protect the discovery site. The area of work stoppage will be adequate to provide for the security, protection, and integrity of the archaeological resources in accordance with Federal and State Law. At a minimum the area will be secured to a distance of 50 feet from the discovery. Vehicles, equipment, and unauthorized personnel will not be permitted to traverse the discovery site. The archaeologist will conduct a field investigation and assess the significance of the find. Impacts to cultural resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by the archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological Documentation. All identified cultural resources shall be recorded on the appropriate DPR 523 (A-L) form and filed with the North Central Information Center.</p>	<p>If an unknown archaeological resource is discovered, halt construction within 50 feet of the resource and conduct a field investigation to determine the significance of the resource.</p>	<p>Project Applicant and/or project contractors.</p>	<p>Ongoing during construction.</p>	<p>Development Services/City Preservation Director.</p>	

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<p>ii. If human remains are discovered at the project construction site during any phase of construction, all ground-disturbing activity within 50 feet of the resources shall be halted and the County Coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County Coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. If the remains are determined to be Chinese, or any other ethnic group, the appropriate local organization affiliated with that group shall be contacted and all reasonable effort shall be made to identify the remains and determine and contact the most likely descendant. The approved mitigation shall be implemented before the resumption of ground-disturbing activities within 50 feet of where the remains were discovered.</p>	<p>If human remains are discovered, halt construction within 50 feet of the discovery and notify the Sacramento County Coroner immediately. If remains are determined to be Native American, contact NAHC. If remains are determined to be Chinese or other ethnic group, contact most likely descendant.</p>	<p>Project Applicant and/or project contractors.</p>	<p>Ongoing during construction.</p>	<p>Development Services/City Preservation Director.</p>	
<p>If the remains are of Native American origin, the landowner or his representative shall contact the Native American Heritage Commission to identify the Most Likely Descendant. That individual shall be asked to make a recommendation to the landowner for treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.983.</p> <p>If the Most Likely Descendant fails to make a recommendation or the landowner or his authorized representative rejects the recommendation of the descendant, and if mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner, then the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.</p>					

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<p>6.3-2</p> <p>a) An Architectural Historian qualified under the Secretary of the Interior's Standards shall be retained to prepare the necessary documentation to formally list the Central Shops Historic District as a locally Adopted Historic District. The Central Shops Historic District shall be adopted by the City prior to alteration of any of the buildings on site beyond stabilization recommendations included in the ARG report.</p>	<p>Hire a qualified architectural historian to prepare documentation to formally list the Central Shops Historic District as a locally Adopted Historic Resource.</p>	<p>Project Applicant.</p>	<p>Prior to any work commencing in the Central Shops district other than remediation and rehabilitation and/or stabilization of buildings.</p>	<p>Development Services/City Preservation Director.</p>	
<p>b) A copy of the full Southern Pacific Company Sacramento Shops HAER document (HAER CA303) shall be acquired, including the historic narrative, architectural drawings, and photographs, and archive quality copies disseminated to the appropriate state, regional, and local repositories.</p>	<p>Acquire a copy of the Southern Pacific Company Sacramento Shops HAER document.</p>	<p>Project Applicant.</p>	<p>Prior to any work commencing in the Central Shops district other than remediation and rehabilitation and/or stabilization of buildings.</p>	<p>Development Services/City Preservation Director.</p>	
<p>c) Consistent with the City's Historic Preservation Ordinance, and in coordination and consultation with the Preservation Director, a Historic District Plan that is specifically focused on the historic district in the Central Shops shall be prepared. The Historic District Plan shall include, at a minimum, the following components:</p> <ol style="list-style-type: none"> 1. Statement of the goals for review of development projects within the historic district; 2. A representation of the historical development of land uses, existing land uses, and any adopted plans for future land uses; 3. A statement of findings, including the following: <ol style="list-style-type: none"> a. The historical or pre-historical period to which the area is significant. b. The predominant periods or styles of the structures or features therein. 	<p>Prepare a Historic District Plan.</p>	<p>Project Applicant.</p>	<p>Prior to any work commencing in the Central Shops district other than remediation and rehabilitation and/or stabilization of buildings.</p>	<p>Development Services/City Preservation Director.</p>	

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<p>c. The significant features and characteristics of such periods or styles, as represented in the historic district, including, but not limited to, structure height, bulk, distinctive architectural details, materials, textures, archeological and landscape features and fixtures.</p> <p>d. A statement, consistent with Article IV, Sacramento Register of Historic and Cultural Resources, of this chapter, of the standards and criteria to be utilized in determining the appropriateness of any development project involving a landmark, contributing resource or noncontributing resource within the historic district.</p>					
<p>6.3-6</p> <p>a) A qualified architectural historian shall be retained to inventory and record the route of the First Transcontinental Railroad through the project site to HABS/HAER standards. The HABS/HAER recordation shall be disseminated to the appropriate repositories.</p>	Hire a qualified architectural historian to inventory the First Transcontinental Railroad through the project site.	Project Applicant.	Prior to any work commencing in the Central Shops district other than remediation and rehabilitation and/or stabilization of buildings.	Development Services/City Preservation Director.	
<p>b) The historical information about the resource shall be integrated into the interpretation displays and signage along the route.</p>	Integrate historical information into displays and signage along the route.	Project Applicant.	Upon completion of improvements along route.	Development Services/City Preservation Director.	
<p>c) Implement Mitigation Measure 6.3-1(e).</p>	See MM 6.3-1 (e).	See MM 6.3-1 (e).	See MM 6.3-1 (e).	See MM 6.3-1 (e).	
<p>6.3-8 Implement Mitigation Measures 6.3-1(a) through 6.3-1(e).</p>	See MM 6.3-1 (a) through (e).	See MM 6.3-1 (a) through (e).	See MM 6.3-1 (a) through (e).	See MM 6.3-1 (a) through (e).	

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6.4 Seismicity, Soils, and Geology					
<p>6.4-4 To the extent feasible, the historic buildings shall be stabilized and reinforced prior to trenching or other construction activities adjacent to the buildings.</p> <p>b) The project applicant shall take reasonable precautions to protect historic structures from damage, such as settlement, caused by excavation, trenching, dewatering, or other construction activities that could affect the integrity of the buildings or expose workers to physical hazards.</p> <p>c) Measures shall be taken to reduce or eliminate potential ground settlement of the areas surrounding the historic buildings due to dewatering, excavation, or adjacent construction. A pre-excavation settlement-damage survey shall be prepared that shall include, at a minimum, visual inspection of existing vulnerable structures for cracks and other settlement defects, and establishment of horizontal and vertical control points on the buildings. A monitoring program of surveying horizontal and vertical control points on structures and shoring shall be followed to determine the effects of dewatering, excavation, and construction on the particular building site. If it is determined by the engineer that the existing buildings could be subject to damage, work shall cease until appropriate remedies to prevent damage are identified.</p>	<p>Verify that historic buildings are stabilized and reinforced.</p> <p>Verify that all appropriate measures are taken to prevent damage to historic structures.</p>	<p>Project Applicant.</p> <p>Project Applicant.</p>	<p>Prior to issuing grading permits for activities adjacent to Central Shops.</p> <p>Ongoing during construction.</p> <p>Prior to excavation activities adjacent to the Central Shops.</p>	<p>Development Services/City Preservation Director.</p> <p>Development Services/City Preservation Director.</p>	
6.5 Hazards and Hazardous Substances					
<p>6.5-1 The City shall enforce the following requirements for construction on the Specific Plan Area:</p> <p>a) The City recognizes that DTSC has ultimate authority regarding approval of health risk assessments. However, through a new Tri-Party MOU, the City may provide input to DTSC if any assumptions employed appear to be inaccurate or differ from those previously prepared.</p>	<p>Provide input to DTSC as appropriate.</p>	<p>Project Applicant.</p>	<p>Ongoing</p>	<p>Development Services/DTSC</p>	

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<p>b) Each developer's general contractor shall prepare a site-specific construction worker health and safety plan containing construction worker health and safety requirements based on the levels of remediation already performed in each project area.</p>	<p>Verify that each a construction worker health and safety plan is prepared for each project area.</p>	<p>Project Applicant and project contractors.</p>	<p>Prior to issuing building permits within each project area.</p>	<p>Development Services/DTSC.</p>	
<p>c) Contractors shall be given a worker health and safety guidance document at the time of grading or building permit application to assist them in preparing site-specific worker health and safety plans. Pursuant to the requirements of state and federal law, the site-specific health and safety plan may require the use of personal protective equipment, onsite continuous air quality monitoring during construction, and other precautions.</p>	<p>Verify that contractors receive health and safety documents.</p>	<p>Project Applicant.</p>	<p>At the time of grading or building permit applications.</p>	<p>Development Services/DTSC.</p>	
<p>d) During construction, except in imported clean fill areas, all excavation, soil handling, and dewatering activities shall be observed for signs of apparent contamination by the developer under DTSC oversight.</p>	<p>Verify that excavation, soil handling, and dewatering activities are observed for signs of contamination.</p>	<p>Project Applicant and/or project contractors.</p>	<p>Ongoing during grading and construction activities.</p>	<p>Development Services/DTSC.</p>	
<p>e) In addition to these steps, DTSC, through the new Tri-Party MOU, shall provide for environmental oversight, including site inspection during construction and procedures for detecting previously undiscovered contamination during site excavation as well as contingency plans for investigation, remediation and disposal of such contamination.</p>	<p>Provide for site inspections, procedures for detecting contamination, and contingency plans.</p>	<p>Project Applicant and DTSC.</p>	<p>Ongoing during grading and construction activities.</p>	<p>Development Services/DTSC.</p>	

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

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

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<p>does not prevent such compliance.</p>					
<p>c) Implement Mitigation Measure 6.5-3.</p>	<p>compliance with RAPs and RDIP. See MM 6.5-3.</p>	<p>See MM 6.5-3.</p>	<p>See MM 6.5-3.</p>	<p>See MM 6.5-3.</p>	
<p>6.5-5 Hazardous substances review at the development permitting stage shall involve consulting with DTSC to determine if changing standards will trigger the need for additional remediation under the following circumstances:</p> <ul style="list-style-type: none"> ▪ Sites that currently expose the general public to bare soil or landscaped soil shall be reevaluated if a significant change of standards has occurred since the last such evaluation. ▪ In utility corridors, existing cleanup levels shall be reevaluated to ensure that construction worker health and safety is adequately protected if a significant change in standards occurs. ▪ On development parcels where remediation standards are revised significantly downward following remediation but before site development, cleanup levels shall be reevaluated for consistency with proposed land use. 	<p>Verify that hazardous substances review occurs in consultation with DTSC to determine whether additional remediation measures are necessary.</p>	<p>Project Applicant.</p>	<p>Prior to building permits.</p>	<p>Development Services/DTSC.</p>	
<p>6.5-6 Prior to renovation and/or restoration of the Central Shops buildings, the project applicant shall provide written documentation to the City that asbestos-containing materials (ACM) and lead-based paint has been abated and any remaining hazardous substances and/or waste have been removed in compliance with applicable state and local laws and regulations.</p>	<p>Provide written documentation that ACMs, lead-based paint, and other hazardous substances have been abated and remove in compliance with state and local laws.</p>	<p>Project Applicant.</p>	<p>Prior to renovation and/or restoration of the Central Shops buildings.</p>	<p>Development Services/DTSC.</p>	
<p>6.5-9 Prior to development of the West Jibboom Street Property site, the results of a Phase 2 ESA and subsurface geophysical investigation shall be submitted to DTSC. If the Phase 2 ESA concludes that site remediation would be necessary to protect human health and the environment (if the site is developed as envisioned in the Specific Plan), the site shall not be developed until the site is remediated to levels that</p>	<p>Verify that Phase 2 ESA and subsurface geophysical investigation are submitted to the</p>	<p>Project Applicant.</p>	<p>Prior to issuing of grading and building permits for the West Jibboom Street Property site.</p>	<p>Development Services.</p>	

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<p>would be protective of the most sensitive population for the planned use.</p>	<p>DTSC and that all site remediation recommendations made in the Phase 2 ESA, if necessary.</p>				
<p>6.5-10 Implement Mitigation Measures 6.5-1, 6.5-3, 6.5-4, 6.5-5, and 6.5-9.</p>	<p>See MMs 6.5-1, 6.5-3, 6.5-4, 6.5-5, and 6.5-9.</p>	<p>See MMs 6.5-1, 6.5-3, 6.5-4, 6.5-5, and 6.5-9.</p>	<p>See MMs 6.5-1, 6.5-3, 6.5-4, 6.5-5, and 6.5-9.</p>	<p>See MMs 6.5-1, 6.5-3, 6.5-4, 6.5-5, and 6.5-9.</p>	
<p>6.5-11 Implement Mitigation Measure 6.5-6.</p>	<p>See MM 6.5-6.</p>	<p>See MM 6.5-6.</p>	<p>See MM 6.5-6.</p>	<p>See MM 6.5-6.</p>	
6.6 Hydrology and Water Quality					
<p>6.6-2 The proposed Specific Plan shall prohibit discharges to the Sacramento River from the cistern that do not meet the water quality requirements set by the City and the CVRWQCB. If the cistern cannot meet the required water quality requirements, then the proposed Specific Plan shall incorporate BMPs as provided in the Stormwater Quality Design Manual for the Sacramento and South Placer Regions (Manual) (May 2007) to reduce urban pollutant discharges to the Sacramento River to the maximum extent practicable.</p>	<p>Verify that discharges from the cistern will meet water quality standards. Incorporate additional BMPs to reduce urban pollutant discharges if needed.</p>	<p>Project Applicant. Project Applicant</p>	<p>Prior to approval of cistern grading and construction permits. If BMPs needed, prior to building permits.</p>	<p>Development Services/Public Works/RWQCB.</p>	
<p>6.6-5 Implement Mitigation Measures 6.6-2.</p>	<p>See MM 6.6-2.</p>	<p>See MM 6.6-2.</p>	<p>See MM 6.6-2.</p>	<p>See MM 6.6-2.</p>	

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6.7 Land Use					
No mitigations required.					
6.8 Noise and Vibration					
6.8-1	The contractor shall ensure that the following measures are implemented during all phases of project construction:				
a)	Whenever construction occurs adjacent to occupied residences (on or offsite), temporary barriers shall be constructed around the construction sites to shield the ground floor of the noise-sensitive uses. These barriers shall be of ¾-inch Medium Density Overlay (MDO) plywood sheeting, or other material of equivalent utility and appearance, and shall achieve a Sound Transmission Class of STC-30, or greater, based on certified sound transmission loss data taken according to ASTM Test Method E90 or as approved by the City of Sacramento Building Official.	Verify that temporary noise barriers are erected as specified when construction activities occur adjacent to residential uses.	Project Applicant and/or project contractors.	Prior to ground disturbance and construction activities adjacent to occupied residences.	Development Services.
b)	Construction activities shall comply with the City of Sacramento Noise Ordinance, which limits such activity to the hours of 7:00 a.m. to 6:00 p.m. Monday through Saturday, the hours of 9:00 a.m. to 6:00 p.m. on Sunday, prohibits nighttime construction, and requires the use of exhaust and intake silencers for construction equipment engines. Exceptions to these regulations may be granted by the building inspector, consistent with the Noise Ordinance.	Verify that all construction activities comply with the Noise Ordinance.	Project Applicant and/or project contractors.	Ongoing during grading and construction activities.	Development Services.
c)	Construction equipment staging areas shall be located as far as feasible from residential areas while still serving the needs of construction contractors.	Verify that construction equipment storage areas are as far as possible from residential areas.	Project Applicant and/or project contractors.	Ongoing during grading and construction activities.	Development Services.
d)	Quieter "sonic" pile-drivers shall be used, unless engineering studies are submitted to the City that show this is not feasible and cost-effective, based on geotechnical considerations; and	Verify that "sonic" pile drivers are used, if feasible.	Project Applicant and/or project contractors.	Prior to issuance of a building permit; implement measures during ground disturbing	Development Services.

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<p>e) Activities that generate high noise levels, such as pile driving and the use of jackhammers, drills, and impact wrenches, shall be restricted to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday, unless it can be proved to the satisfaction of the City that the allowance of Saturday work on certain onsite parcels (i.e., those as far from noise-sensitive uses as possible) would not have an adverse noise impact.</p>	<p>Ensure that construction activities that generate high noise levels are restricted to the hours of 7:00 am to 6:00 pm Monday through Friday.</p>	<p>Project Applicant and/or project contractors.</p>	<p>and construction activities. Ongoing during grading and construction activities.</p>	<p>Development Services.</p>	
<p>6.8-3 The project sponsor shall ensure that the following measures are implemented for all development under the proposed Specific Plan Area:</p> <p>a) Prior to the issuance of building permits, the applicant shall submit engineering and acoustical specification for project mechanical HVAC equipment to the Planning Director demonstrating that the equipment design (types, location, enclosure, specifications) will control noise from the equipment to at least 10 dBA below existing ambient at nearby residential and other noise-sensitive land uses.</p> <p>b) Noise generating stationary equipment associated with proposed commercial and/or office uses, including portable generators, compressors, and compactors shall be enclosed or acoustically shielded to reduce noise-related impacts to noise-sensitive residential uses.</p>	<p>Verify that engineering and acoustical specification is submitted to the Planning Director.</p>	<p>Project Applicant.</p>	<p>Prior to issuing building permits.</p>	<p>Development Services/Planning Director.</p>	
<p>6.8-4 Implement Mitigation Measure 6.8-1 and the following measure during all phases of project construction:</p> <p>a) During construction, should damage occur despite the above mitigation measures, construction operations shall be halted and the problem activity shall be identified. A qualified engineer shall establish vibration limits based on soil conditions and the types of buildings in the immediate area. The contractor shall monitor the buildings throughout</p>	<p>See MM 6.8-1.</p>	<p>See MM 6.8-1.</p>	<p>See MM 6.8-1.</p>	<p>See MM 6.8-1.</p>	

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<p>the remaining construction period and follow all recommendations of the qualified engineer to repair any damage that has occurred to the pre-existing state, and to avoid further structural damage.</p>					
<p>6.8-5</p> <p>a) The City shall work with UPRR and RT to identify methods of vibration reduction that could be implemented during UPRR track relocation and LRT track construction. Such methods could include, but would not be limited to:</p> <ul style="list-style-type: none"> ▪ soil densification under the tracks; ▪ use of deep piles under the track bed; ▪ use of tire derived aggregate below the track bed; ▪ floating slab tracks; ▪ for light rail, use of a resiliently supported fastener system; and ▪ for light rail, installation of a ballast mat beneath the track. 	<p>Document discussions with RT and UPRR regarding use of applicable measures to reduce vibration.</p>	City.	Prior to relocation of the tracks.	Development Services/RT/UPRR.	
<p>b) After relocation of the UPRR tracks, the applicant shall prepare a revised screening analysis to address reductions in the potential area of impact due to incorporation of measures in Mitigation Measure 6.8-3(a). The revised screening analysis shall supersede Figure 6.8-3 in this EIR.</p>	<p>Verify that a revised screening analysis is prepared, and that Figure 6.8-3 is revised accordingly.</p>	Project Applicant.	After relocation of the UPRR tracks.	Development Services.	
<p>c) Prior to use of the relocated tracks, the historic structures to be retained in the Central Shops Historic District shall be stabilized using methods that would protect against vibration levels identified in the screening analysis.</p>	<p>Stabilize historical structures within the Central Shops Districts against vibration impacts.</p>	Project Applicant.	Prior to use of the relocated UPRR tracks.	Development Services/Preservation on Director.	

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<p>d) Prior to design review, the applicant shall have a certified vibration consultant prepare a site-specific vibration analysis for residential uses and historic structures that are within the screening distance (shown in Figure 6.8-3) for freight and passenger trains or light rail trains. The analysis shall detail how the vibration levels at these receptors would meet the applicable vibration standards to avoid potential structural damage and annoyance. The results of the analysis shall be incorporated into project design.</p>	<p>Retain a certified vibration consultant to prepare a vibration analysis for residential uses and historical uses, and ensure that recommendations from the analysis are incorporated into project design.</p>	<p>Project Applicant.</p>	<p>Prior to design review.</p>	<p>Development Services/ Preservation Director.</p>		
6.9 Parks and Open Space						
<p>6.9-1 Prior to the recordation of the tentative map, the project applicant shall reach agreement with the City on which of the proposed project elements and acreage meet the parkland dedication requirements. The project applicant shall pay in-lieu fees (Quimby and/or PIF) on the difference in acreage between what the City parkland requirement is and the amount of parkland the proposed project would supply or provide "turnkey" improvements equal to the value of in-lieu fees owed, if any.</p>	<p>Document agreement between the City and Applicant for project park dedication and pay appropriate in-lieu fees to the City.</p>	<p>Project Applicant.</p>	<p>Prior to the recordation of the tentative map.</p>	<p>Development Services/Parks and Recreation.</p>		
<p>6.9-2 During construction, the project applicant shall allow continuous access to the existing bike trail at the western boundary of the Specific Plan Area along the Sacramento River or provide an alternate bicycle access route through or around the Specific Plan Area.</p>	<p>Verify that access to the existing bike trail is maintained or provide an alternate access route.</p>	<p>Project Applicant.</p>	<p>Ongoing during construction along western boundary of the plan area.</p>	<p>Development Services/Parks and Recreation.</p>		
<p>6.9-3 Implement Mitigation Measure 6.9-1.</p>	<p>See MM 6.9-1.</p>	<p>See MM 6.9-1.</p>	<p>See MM 6.9-1.</p>	<p>See MM 6.9-1.</p>		

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

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<p>Assuming that as a mitigation measure the proposed project could achieve 7.5 percent conservation in average day demands, the proposed project would roughly save approximately 287,250 gpd (3,54 mgd) and reduce average annual demands to 3,965 AFA down from the calculated demand of 4,295 AFA for a savings of 330 AFA. The conservation savings achieved at the project site would not reduce the maximum day demands enough to overcome the 2020 City-wide capacity deficit; therefore, this ultimately is a City-wide issue and the City would be need to address future potential maximum day demand deficit on a larger scale to reduce the potentially significant cumulative impact to a less-than-significant level.</p>					

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<p>b) Implement Diversion and WTP as cost-sharing partner in Sacramento River Water Reliability Study.</p> <p>The City is a partner on the Sacramento River Water Reliability Study, which is investigating alternatives for an additional 365 cfs (235 mgd) diversion on the Sacramento River and an associated water treatment facility. The City would have access to 145 mgd of the available 235 mgd. The 145 mgd diversion and WTP alternative included in the SRWRS would avoid any future capacity deficits as shown in Table 6.11-9. Upon implementation of this new diversion and WTP plant project, the potentially significant cumulative impact would be reduced to a less than significant cumulative impact.</p> <p>The SRWRS requires is undergoing environmental review under CEQA and NEPA, in addition to compliance with Endangered Species Act and other applicable regulatory requirements. This process began in 2002 with the authorization of Public Law 106 – 554 and is currently ongoing. USBR is the federal lead agency and Placer County Water Agency is the local lead agency. The draft environmental documentation is scheduled to be completed in the spring of 2008 and would be certified in early 2009. USBR plans to issue a Record of Decision in spring 2009.</p>	<p>Participate in completion of SRWRS diversion and WTP.</p>	<p>Department of Utilities.</p>	<p>Prior to 2020.</p>	<p>Department of Utilities.</p>	

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

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<p>The construction and operation of a second Sacramento River diversion and WTP could result in, at a minimum, the following potentially significant environmental impacts:</p> <ul style="list-style-type: none"> ▪ Exposure of soils to erosion and loss of topsoil during construction; ▪ Surface water quality degradation (cumulative impact); ▪ Destruction or disturbance of subsurface archeological or paleontological resources; ▪ Construction-related air emissions; ▪ Construction and operations-related noise impacts; ▪ Visual and/or light and glare impacts; ▪ Loss of protected species and degradation or loss of their habitats; ▪ Conversion of existing agricultural lands or resources; ▪ Degradation of fisheries habitat (cumulative impact); and ▪ Exposure to pre-existing listed and unknown hazardous materials contamination. <p>Mitigation measures would be to need developed to reduce any potentially significant impacts to less than significant levels. As such, due to the timing uncertainties associated with the long-term water supply infrastructure necessary to overcome the cumulative maximum day demands deficit in 2020, project-specific mitigation measures would need to be tailored to the proposed project. The following are illustrative of the types of mitigation measures that could be implemented to avoid or reduce those impacts listed above to less than significant levels:</p>					

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<ul style="list-style-type: none"> ▪ Reduction in operational and construction air emissions as required by SMAQMD; ▪ Avoidance of surface water pollution through control of on-site stormwater flows, protection of top soils or stock piles from wind and water erosion, and implementation of related BMPs; ▪ Minimization of operational and construction noise through the use of noise attenuation measures; ▪ Avoidance and/or implementation of appropriate measures to restore, create, preserve or otherwise compensate for effects to biological resources; ▪ Avoidance of effects to buried cultural resources through investigation and pre-testing, and/or on-site archaeological monitoring and implementation of appropriate steps if cultural resources are discovered during earth moving activities; ▪ Avoidance of hazardous materials effects through appropriate investigation and remediation of any on-site hazards; and ▪ Avoidance, preservation or other appropriate compensation for loss of or adverse effects to important farmlands. <p>The City, as a lead or responsible agency, would be required to implement mitigation measures identified for each mitigation project. The City would not be responsible for the actions taken by other local jurisdictions or agencies.</p>					

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<p>c) Implement a City of Sacramento Only Sacramento River Diversion and WTP.</p> <p>Another mitigation option would be for the City to be the sole operator of the second Sacramento River diversion and Elverta Road WTP project. Under this option, the diversion and WTP would be scaled down to provide the additional capacity needed to meet only the City's maximum day demands when diversion limitations apply at FWTP under the City WFA PSA. As presented in the SRWRS, the City would most likely construct capacity to divert roughly 235 cfs and could treat up to 145 mgd at the new WTP. This new diversion and WTP would avoid any future maximum day capacity deficits through 2030 and beyond, as shown in Table 6.11-10, the new 145 WTP would provide capacity to meet all demands through 2030.¹⁰ This was presented as one of the one of the alternatives in the SRWRS; therefore, it is reasonable to assume this as a feasible mitigation measure. Upon implementation of this diversion and WTP project, the potentially significant cumulative impact would be reduced to a less than significant cumulative impact.</p> <p>As with the previous SRWRS alternative, this City-only project requires its own environmental review, whether as part of the SRWRS or as an independent project, in addition to compliance with all applicable regulatory requirement.</p>	<p>Construct 2nd Sacramento River diversion and Elverta Road WTP unless SRQRS project built.</p>	<p>Department of Utilities.</p>	<p>Prior to 2020.</p>	<p>Department of Utilities.</p>	
<p>The construction and operation of a second Sacramento River diversion and WTP as described above could in, at a minimum, result in the following potentially significant environmental impacts:</p> <ul style="list-style-type: none"> ▪ Exposure of soils to erosion and loss of topsoil during construction; ▪ Surface water quality degradation (cumulative impact); ▪ Natural drainage courses and hydrology; ▪ Construction-related air emissions; 					

¹⁰ Executive Summary, Initial Alternatives Report, Final Version, March 2005. Sacramento River Water Reliability Study (Appendix C of the DEIR).

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

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Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
<p>d) Increase Groundwater Pumping.</p> <p>As previously discussed, the City maintains 32 wells for potable use; 23 wells are actively used to supply drinking water.¹¹ The total capacity of the wells is 33 mgd, containing a sustainable capacity of approximately 30 mgd and producing up to 33,600 AFA. In 2000 - 2005 the City's annual average groundwater pumping was 22,992 acre-ft.¹²</p>	Install additional groundwater wells at applicant's expense.	Department of Utilities.	Prior to 2020.	Development Services/ Department of Utilities.	

¹¹ Dan Sherry, City of Sacramento, Utilities Department. Status of groundwater wells. June 23, 2005.
¹² Calculated from the City of Sacramento, Department of Utilities, Operational Statistics Annual Reports.

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Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
<p>The proposed project's average annual demand is estimated at 3.83 mgd. In comparison to City-wide demands of 325 mgd in 2020 and up to 402 mgd in 2030 above-Hodge conditions, the proposed project's demand contribution is less than considerable. Nonetheless, under a dry year scenario, the project would increase demand on the City's water system infrastructure. In an effort to minimize the project's demand, the project could add new wells to the City's groundwater system paid for through developer or other water connection fees. Assuming a new groundwater well could pump roughly 1,000 gpm or 1.44 mgd, the 3 new wells would be needed to meet the project's peak day demands and offset the demand placed on the City's water system. Furthermore, each new project would have to pay their fair share to fund new groundwater wells to offset project-specific demands.</p>					
<p>The City's water supply infrastructure is designed to serve the entire City-wide service area and new infrastructure ties into the existing system to meet both average and maximum day demands. The City supplements the surface water capacity by pumping groundwater to meet the maximum day demands. If no surface water diversion and treatment capacity is added by 2025, the City would need to more than double the peak day pumping rate to meet customer demands. This could not be achieved with the current well capacities and new wells would have to be installed. Upon implementation of this mitigation measure, the potentially significant cumulative impact would be reduced to a less-than-significant cumulative impact. This analysis assumes that additional wells would be installed in the SGA groundwater area.</p> <p>If selected as appropriate mitigation, implementation of this mitigation measure could require environmental analysis to assess if the construction or operation of new wells could have any adverse environmental consequences. The new wells, appurtenances and infrastructure could result in the following potentially significant environmental impacts:</p>					

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Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
<p> <ul style="list-style-type: none"> ▪ Exposure of soils to erosion and loss of topsoil during construction; ▪ Construction-related air emissions; ▪ Destruction of buried archeological or paleontological resources; ▪ Changes in natural drainage courses and hydrology; ▪ Construction and operations-related noise impacts; ▪ Visual and/or light and glare impacts; ▪ Conversion of existing agricultural lands or resources; ▪ Drawdown of groundwater in the North American Subbasin; and ▪ Exposure to pre-existing listed and unknown hazardous materials contamination. <p>In addition, although this groundwater pumping mitigation measure could supply potable water to meet proposed site demands and offset a service area capacity deficit, this mitigation measure could also cause rapid drawdown of a sustained groundwater basin the results of which are counter to the SGA Groundwater Management Plan and VFA. Additionally, increasing groundwater withdrawals could adversely affect other groundwater pumping activities in the region, or cause dramatic changes within known and unknown groundwater contamination plumes in the Subbasin.</p> <p>Mitigation measures would be to need developed to reduce any potentially significant impacts to less than significant levels. As such, due to the timing uncertainties associated with the long-term water supply infrastructure necessary to overcome the cumulative maximum day demands deficit in 2020, project-specific mitigation measures would need to be tailored to the proposed project. The following are illustrative of the types of, mitigation measures that could be implemented to avoid or reduce those impacts listed above to less than significant levels:</p> <p>(a) Reduction in operational and construction air emissions as required by SMAQMD;</p> </p>					

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<p>(b) Avoidance of surface water pollution through control of on-site stormwater flows, protection of top soils or stock piles from wind and water erosion, and implementation of related BMPs;</p> <p>(c) Minimization of operational and construction noise through the use of noise attenuation measures;</p> <p>(d) Avoidance and/or implementation of appropriate measures to restore, create, preserve or otherwise compensate for effects to biological resources;</p> <p>(e) Avoidance of effects to buried cultural resources through investigation and pre-testing, and/or on-site archaeological monitoring and implementation of appropriate steps if cultural resources are discovered during earth moving activities;</p> <p>(f) Avoidance of hazardous materials effects through appropriate investigation and remediation of any on-site hazards; and</p> <p>(g) Avoidance, preservation or other appropriate compensation for loss of or adverse effects to important farmlands.</p> <p>The City, as a lead or responsible agency, would be required to implement mitigation measures identified for each mitigation project. The City would not be responsible for the actions taken by other local jurisdictions or agencies.</p>					
6.12 Transportation and Circulation					
<p>6.12-1 a) At the I-5 southbound ramps / Richards Boulevard intersection, the City shall install, or cause to be installed, one southbound lane to provide one exclusive left-turn lane, a combination left-through lane, and a right turn lane, and optimize the signal timing. The City has included the cost of this improvement in its approved Richards Boulevard Area Plan and Facility Element and the project applicant shall provide "fair-share" funding for this improvement through payment of traffic impact fees in accordance with the Railyards Financing Plan. The applicant's fair share contribution shall be calculated pro rata, on a per unit and/or square foot</p>	<p>Pay a fair share contribution for the planned I-5/ Richard Blvd Interchange and provide a fair share contribution to help fund the local share of the DNA project costs.</p>	<p>Project Applicant</p>	<p>Prior to issuance of building permits.</p>	<p>Development Services/ City Department of Transportation.</p>	

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Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
<p>basis, based upon the land uses identified in development applications submitted to the City. The fair share contribution shall be paid to the City prior to the issuance of building permits.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (31.5 seconds delay) in the a.m. peak hour and the delay would be reduced to 84.1 seconds (but the level of service would remain at LOS F) in the p.m. peak hour. These results are shown in Table 6.12-15.</p> <p>The City will further mitigate freeway impacts by requiring the project applicant to pay a fair share contribution to fund the Downtown Natomas Airport (DNA) light rail system which will provide an alternative transportation mode.</p>	<p>Build a DNA line and RT.</p> <p>Build I-5/Richards improvements.</p>	<p>City Department of Transportation</p>	<p>When funded.</p> <p>As warranted.</p>	<p>Development Services/ City Department of Transportation.</p> <p>Development Services/ City Department of Transportation.</p>	
<p>b) At the I-5 northbound ramps / Richards Boulevard intersection, the City shall install, or cause to be installed, one westbound right-turn lane to provide two right-turn lanes and two through lanes; and optimize signal timing. The City has included the cost of this improvement in its approved Richards Boulevard Area Plan and Facility Element and the project applicant shall provide "fair-share" funding for this improvement through payment of traffic impact fees in accordance with the Railyards Financing Plan. The applicant's fair share contribution shall be calculated pro rata, on a per unit and/or square foot basis, based upon the land uses identified in development applications submitted to the City. The fair share contribution shall be paid to the City prior to the issuance of building permits.</p> <p>The City will further mitigate freeway impacts by requiring the project applicant to pay a fair share contribution to fund the Downtown Natomas Airport (DNA) light rail system which will provide an alternative transportation mode.</p> <p>With implementation of this mitigation measure, the level of service would be maintained at LOS C (25.4 seconds delay) in the a.m. peak hour and improved to LOS C (31.6 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-15.</p>	<p>Pay a fair share contribution for the planned I-5/ Richard Blvd Interchange and provide a fair share contribution to help fund the local share of the DNA project costs.</p> <p>Build a DNA line and RT.</p> <p>Build I-5/Richards improvements.</p>	<p>Project Applicant</p> <p>City Department of Transportation</p>	<p>Prior to issuance of building permits.</p> <p>When funded.</p> <p>As warranted.</p>	<p>Development Services/ City Department of Transportation.</p> <p>Development Services/ City Department of Transportation.</p>	

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Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
<p>c) At the Bercut Drive / Richards Boulevard intersection, the City shall install, or cause to be installed, one eastbound right turn lane to provide one left turn lane, two through lanes, and one right-turn lane; re-stripe the northbound lanes to provide one left-turn lane and one combination left-through-right lane; and optimize the signal timing. The City has included the cost of this improvement in its approved Richards Boulevard Area Plan and Facility Element and the project applicant shall provide "fair-share" funding for this improvement through payment of traffic impact fees in accordance with the Railyards Financing Plan. The applicant's fair share contribution shall be calculated pro rata, on a per unit and/or square foot basis, based upon the land uses identified in development applications submitted to the City. The fair share contribution shall be paid to the City prior to the issuance of building permits.</p>	<p>Pay a fair share contribution modify the signal phasing and construct roadway improvements set forth in MM 6.12-1(c).</p>	<p>Project Applicant</p>	<p>Prior to issuing building permits.</p>	<p>Development Services/City Department of Transportation.</p>	
<p>With implementation of this mitigation measure, the level of service would be improved to LOS B (11.7 seconds delay) in the a.m. peak hour and LOS E (69.7 seconds delay) in the p.m. peak hour. To further mitigate the impact would require additional widening of Richards Boulevard, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable. These results are shown in Table 6.12-15.</p>	<p>Construct additional lanes, per MM 6.12-1(c).</p>	<p>City Department of Transportation.</p>	<p>As warranted.</p>	<p>Development Services/City Department of Transportation.</p>	

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MITIGATION MONITORING AND REPORTING PLAN

Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
d) At the 7th Street / Richards Boulevard intersection, the City shall install, or cause to be installed, overlapped signal phasing for the northbound 7 th Street right turning movement that would be displayed at the same time the green left turn arrow is displayed for the westbound left turning movement from Richards Boulevard, and prohibited U-turning movements for the westbound approach to the intersection. The applicant shall pay a fair share of this mitigation measure and shall pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.	Pay a fair share contribution to construct the roadway improvements set forth in MM 6.12-1(d).	Project Applicant	Prior to issuing building permits.	Development Services/ City Department of Transportation.	
e) With implementation of this mitigation measure, the level of service would be improved to LOS C (34.9 seconds delay) in the a.m. peak hour and would remain at LOS C (28.1 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-15.	Install improvements identified in MM 6.12-1(d).	City Department of Transportation.	As warranted.	Development Services/City Department of Transportation.	
e) At the N 12 th /N 16 th Streets / Richards Boulevard intersection, the City shall optimize the signal timing in the a.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along 12 th Street. With implementation of this mitigation measure, the level of service be improved to LOS D (47.7 seconds delay). These results are shown in Table 6.12-15.	Pay a fair share contribution to construct the roadway improvements set forth in MM 6.12-1(e).	Project Applicant	Prior to issuing building permits.	Development Services/ City Department of Transportation.	
f) At the Bercut Drive / Bannon Street intersection, the City shall install, or cause to be installed, one southbound left turn lane, a traffic signal, and optimize signal timing. The City has included the cost of this improvement in its approved Richards Boulevard Area Plan and Facility Element and the project applicant shall provide "fair-share" funding for this improvement through payment of traffic impact fees in accordance with the Railyards Financing Plan. The applicant's fair share contribution shall be calculated pro rata, on a per unit and/or square foot basis, based upon the land uses identified in development applications submitted to the City. The fair share contribution shall be paid to the City prior to the issuance of building permits.	Pay a fair share contribution to construct the roadway improvements set forth in MM 6.12-1(f).	Project Applicant	Prior to issuing building permits.	Development Services/ City Department of Transportation.	

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<p>With implementation of this mitigation measure, the level of service would be improved to LOS B (16.0 seconds delay) in the a.m. peak hour and LOS D (39.8 seconds delay) in the p.m. peak hour. To further mitigate the impact would require additional widening of Bercut Drive, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable. These results are shown in Table 6.12-15.</p>	<p>Install improvements identified in MM 6.12-1(f).</p>	<p>City Department of Transportation.</p>	<p>As warranted.</p>	<p>Development Services/City Department of Transportation.</p>	
<p>g) At the 12th Street / North B Street intersection, the City shall increase the cycle length at the N 12th Street/ Sunbeam/Sproule Avenue intersection to 150 seconds, decrease the cycle length at the N 12th Street/Sunbeam/ Sproule Avenue intersection to 75 seconds, and optimize the signal timing at both intersections during both the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of these signals to improve vehicle progression along 12th Street.</p>	<p>Pay a fair share contribution to modify signal timing and monitoring.</p>	<p>Project Applicant.</p>	<p>Prior to issuing building permits.</p>	<p>Development Services/City Department of Transportation.</p>	
<p>With implementation of this mitigation measure, the level of service would be improved to LOS C (20.9 seconds delay) in the a.m. peak hour and to LOS D (41.1 seconds delay) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p>	<p>Install improvements identified in MM 6.12-1(g).</p>	<p>City Department of Transportation.</p>	<p>As warranted.</p>	<p>Development Services/City Department of Transportation.</p>	

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

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

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<p>l) At the 7th Street / H Street intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (31.2 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-15.</p>	<p>Pay a fair share contribution to modify signal timing and monitoring.</p>	<p>Project Applicant/City Department of Transportation.</p>	<p>Prior to issuing building permits.</p>	<p>Development Services/ City Department of Transportation.</p>	
<p>m) At the Jibboom Street / I Street intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the delay would be reduced to 109.0 seconds delay (although the level of service would remain at LOS F) in the p.m. peak hour. To further mitigate the impact would require widening of the elevated bridge structures to add vehicle lanes to increase vehicle capacity. The costs for such improvement cannot be justified because the improvements would be temporary as the Plan proposes to replace the Jibboom Street structure with an elevated connection from Bercut Drive.</p>	<p>Pay a fair share contribution to modify signal timing and monitoring.</p>	<p>Project Applicant/City Department of Transportation.</p>	<p>Prior to issuing building permits.</p>	<p>Development Services/ City Department of Transportation.</p>	
<p>n) At the 5th Street / I Street intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (31.5 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-15.</p>	<p>Pay a fair share contribution to modify signal timing and monitoring.</p>	<p>Project Applicant City Department of Transportation.</p>	<p>Prior to issuing building permits.</p>	<p>Development Services/ City Department of Transportation.</p>	

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Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
<p>o) At the 6th Street / I Street intersection, the City shall prohibit parking during the p.m. peak hour for 100 feet along the right side of westbound I Street to provide one combination through-left lane, two through lanes, and one-combination through-right lane; and optimize signal timing. The applicant shall pay a fair share of this mitigation measure and shall pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p>	<p>Pay a fair share contribution to construct the roadway improvements set forth in MM 6.12-1(o).</p>	<p>Project Applicant.</p>	<p>Prior to issuing building permits.</p>	<p>Development Services/ City Department of Transportation.</p>	
<p>p) With implementation of this mitigation measure, the delay would be reduced to 52.0 seconds (although the level of service would remain at LOS D) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable. These results are shown in Table 6.12-15.</p>	<p>Install improvements identified in MM 6.12-1(o).</p>	<p>City Department of Transportation.</p>	<p>As warranted.</p>	<p>Development Services/ City Department of Transportation.</p>	
<p>p) At the 3rd Street / J Street intersection, the City shall provide, or cause to be provided, conversion of one southbound left-turn lane to a through lane to provide two through lanes and one left-turn lane; conversion of the eastbound combination through-right lane to an exclusive right-turn lane to provide one combination left-through lane, two through lanes, and one right-turn lane; and optimize signal timing. The applicant shall pay a fair share of this mitigation measure and shall pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS D (50.8 seconds delay) in the a.m. peak hour and LOS C (32.5 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-15.</p>	<p>Pay a fair share to contribution for future implementation of the roadway improvements stated in MM 6.12-1(p).</p> <p>Install improvements identified in MM 6.12-1(p).</p>	<p>Project Applicant</p> <p>City Department of Transportation.</p>	<p>Prior to issuing building permits.</p> <p>As warranted.</p>	<p>Development Services/City Department of Transportation.</p> <p>Development Services/City Department of Transportation.</p>	

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Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
<p>q) At the 3rd Street / L Street intersection, the City shall provide, or cause to be provided, conversion of one northbound through lane to a left-turn lane to provide two left-turn lanes and one through lane; conversion of southbound combination through-right lane to an exclusive right-turn lane to provide two through lanes and one right-turn lane; and optimize signal timing. The applicant shall pay a fair share of this mitigation measure and shall pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (25.4 seconds delay) in the a.m. peak hour and LOS D (44.6 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-15.</p>	<p>Pay a fair share to contribution for future implementation of the roadway improvements stated in MM 6.12-1(q).</p>	<p>Project Applicant.</p>	<p>Prior to issuing building permits.</p>	<p>Development Services/City Department of Transportation.</p>	
<p>r) At the 5th Street / Capitol Mall intersection, the City shall optimize the signal timing in the a.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown. With implementation of this mitigation measure, the level of service would be improved to LOS C (20.3 seconds delay) in the a.m. peak hour. These results are shown in Table 6.12-15.</p>	<p>Install improvements identified in MM 6.12-1(q).</p>	<p>City Department of Transportation.</p>	<p>As warranted.</p>	<p>Development Services/City Department of Transportation.</p>	
<p>6.12-6 The project applicant shall coordinate with RT to provide modifications to both bus and light rail services and to help fund necessary improvements in order to serve the transit demand generated by the Initial Phase. The project applicant shall also dedicate right of way for the Downtown Natomas Airport (DNA) light rail system for the alignment and station located within the Specific Plan Area and pay a fair share contribution to fund construction of the DNA light rail system to mitigate the impacts of the Project on transit capacity.</p>	<p>Verify RT has been consulted with to provide adequate bus and light rail service to the site and that applicant pays a fair share contribution to help fund the local share of the DNA project costs.</p>	<p>Project Applicant/ Regional Transit.</p>	<p>Prior to project occupancy.</p>	<p>Development Services/City Department of Transportation/ Regional Transit.</p>	

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<p>6:12-7 The applicant shall be required to prepare site plans showing all required bikeway facilities in compliance with City of Sacramento Standards. The Project entitlements shall be conditioned to provide the required bikeway facilities as part of improvement plan which includes alternate on-street and separated bikeway facilities that connect to the City's bicycle network. The project applicant shall work with the City to ensure that the proposed bikeway facilities would achieve the intent of the Bikeway Master Plan and meet the City's standards. Modifications to the proposed bikeways shall be made to satisfy the requirements of the City.</p>	<p>Prepare site plans with bikeway facilities and work with the City to meet the intent of the Bikeway Master Plan.</p>	Project Applicant.	Prior to the approval of the site plans.	Development Services.	
<p>6:12-8 Pursuant to Title 16 (Subdivisions) and Title 18 (Development Requirements) of the City of Sacramento Municipal Code, the Initial Phase shall be conditioned to provide all frontage improvements which include sidewalks, gutters and planters to the satisfaction of Development Engineering Division.</p>	<p>Verify that the plans for sidewalks, gutters, and planters meet the satisfaction of the Development Engineering Division.</p>	Project Applicant.	Prior to the approval of site plans.	Development Services/ Development Engineering Division	
<p>6:12-9 In compliance with the Urban Permit Process and CEQA Conformity Report set forth in the Railyards SPD for development within the Railyards Specific Plan, all applications must include a parking management plan for City review to ensure adequate parking capacity based on the goals and objectives of the Central City Parking Master Plan adopted by the City Council in September 2006. Accordingly, more or less parking may be appropriate in a particular location based on factors such as geographic location, residential density, employment density, land use mix, transit accessibility, walkability, housing tenure and demographics, parking pricing or unbundling (parking sold or rented separately from building space). Parking management strategies may include:</p> <ul style="list-style-type: none"> ▪ <u>Shared Parking</u>: A parking facility may serve multiple uses or destinations, particularly if destinations have different peak periods, or if they share patrons so that motorists park at one 	<p>Verify that development applications within the SPD include a parking management plan and that adequate parking is provided, according to City standards.</p>	Project Applicant.	Prior to the approval of site plans.	Development Services.	

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Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
<p>facility and walk to multiple destinations.</p> <ul style="list-style-type: none"> ▪ <u>Parking Regulations</u>: Parking facilities may control who, when and how long they may be used in particular locations in order to prioritize parking facility use. ▪ <u>Remote Parking and Shuttle Service</u>: Shuttles or free transit service may be provided to connect destinations with remote parking facilities, allowing them to be farther apart than typical. ▪ <u>Walking and Cycling Improvements</u>: Improved walking conditions expand the range of parking facilities that serve a destination and increase the feasibility of shared parking facilities and use of remote parking facilities. Parking in one location and walking rather than driving to other destinations reduces vehicle trips and the amount of parking required at each destination. Walking and cycling improvements allow these modes to substitute for some automobile trips, and they encourage transit use, since most transit trips involve walking or cycling links. 					
<ul style="list-style-type: none"> ▪ <u>Transportation Demand Management</u>: Strategies for transportation demand management ("TDM") can increase transportation system efficiency by changing travel behavior – frequency, mode, destination or timing (e.g., shifting from peak to off-peak). TDM strategies are numerous, and may include alternative work schedules, bicycle improvements, bike/transit integration, security improvements, park & ride, pedestrian improvements, ridesharing, shuttle services, improved taxi service, telecommuting, traffic calming, and transit improvements. ▪ <u>Parking Facility Design and Operation</u>: The physical layout, construction and day-to-day management of parking facilities can integrate them into communities, improve the quality of service experience by users, support parking management, and may be used to address specific problems. <p>The parking management strategy for the Initial Phase will include provision of bicycle parking capacity consistent with City Code</p>					

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Mitigation Measure requirements:	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
<p>A well-constructed parking management plan for the Initial Phase and the provision of on-street parking will reduce the potential for increased congestion resulting from an inadequate parking supply. The number of on-street parking spaces has not been established and is not estimated to make up for the shortfall in the off-street parking supply. In addition, even a well-constructed parking management plan cannot be certain to eliminate the need for motorists to circulate to find parking. Therefore, the project will be required to provide parking consistent with the goals of the Central City Parking Master plan, after mitigation the impact on motor vehicle parking would be less than significant.</p>					
<p>6.12-10 a) At the I-5 SB off-ramp / Richards Boulevard intersection, optimizing signal timing would lessen the project impact; however, to further mitigate the impact would require widening of the freeway ramp to add an additional lane to the west. Freeway ramps are not under the jurisdiction of the City but are subject to Caltrans' jurisdiction. In addition, to implement this mitigation measure would require acquisition of additional right of way for a new lane. Additional widening of Richards Boulevard would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.</p>	<p>Optimize signal timing at I-5 southbound off-ramp/Richards Boulevard intersection.</p>	<p>City</p>	<p>As warranted.</p>	<p>Development Services/City Department of Transportation/ Caltrans.</p>	

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Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
<p>b) At the I-5 NB on-ramp / Richards Boulevard intersection, optimizing signal timing would lessen the project impact; however, to further mitigate the project impact would require widening of the freeway on-ramp and acquisition of right-of-way. Freeway ramps are not under the jurisdiction of the City but are subject to Caltrans' jurisdiction. In addition, to implement this mitigation measure would require acquisition of additional right of way for a new lane. Additional widening of Richards Boulevard would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.</p>	<p>Optimize signal timing at I-5 northbound on-ramp/Richards Boulevard intersection.</p>	<p>City</p>	<p>As warranted.</p>	<p>Development Services/City Department of Transportation/ Caltrans.</p>	
<p>c) At the Bercut Drive / Richards Boulevard intersection, Mitigation Measure 6.12-1(b), supplemented by signal timing modifications, would lessen the project impact. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard. To further mitigate the project impact would require further widening of Richards Boulevard which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p>	<p>Optimize signal timing at Bercut Drive/Richards Boulevard intersection.</p>	<p>City</p>	<p>As warranted.</p>	<p>Development Services/City Department of Transportation/ Caltrans.</p>	

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

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<p>g) At the North 10th Street / North B Street intersection, the City shall install, or cause to be installed, a traffic signal, and optimize signal timing. The applicant shall pay a fair share of this mitigation measure and shall pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along North B Street.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS A (7.4 seconds delay) in the a.m. peak hour and to LOS B (10.6 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-21.</p>	<p>Install signal and optimize timing at North 10th Street/North B Street intersection.</p>	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	
<p>h) At the 12th Street / North B Street intersection, the City shall optimize signal timing. The applicant shall pay a fair share of this mitigation measure and shall pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along North B Street.</p> <p>With implementation of this mitigation measure, delay would be slightly reduced but the intersection would continue to operate at LOS F during both the a.m. and p.m. peak hours. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p>	<p>Optimize signal timing at 12th Street/North B Street intersection.</p>	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	
<p>i) At the 16th Street / North B Street intersection, mitigating the project impact would require widening of 16th Street which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p>	<p>Optimize signal</p>	City	As warranted.	Development	
<p>j) At the 7th Street / Railyards Boulevard intersection, implementation of</p>					

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<p>Mitigation Measure 6.12-1(t) and optimizing signal timing would reduce the impact. Therefore, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (20.2 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-21.</p>	<p>timing at 7th Street/ Railyards Boulevard intersection</p>	City	As warranted.	<p>Services/City Department of Transportation/ Caltrans.</p>	
<p>k) At the 7th Street / F Street intersection, the City shall optimize the signal timing in the a.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operators center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (32.5 seconds delay) in the a.m. peak hour. These results are shown in Table 6.12-21.</p>	<p>Optimize signal timing at 7th Street/ F Street intersection</p>	City	As warranted.	<p>Development Services/City Department of Transportation/ Caltrans.</p>	
<p>j) At the 5th Street / G Street intersection, implementation of Mitigation Measure 6.12-1(i) and optimizing signal timing would reduce the impact. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS B (17.5 seconds delay) in the a.m. peak hour and to LOS D (37.3 seconds delay) in the p.m. peak hour, thus the impact would remain significant and unavoidable. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies.</p>	<p>Optimize signal timing at 5th Street/ G Street intersection</p>	City	As warranted.	<p>Development Services/City Department of Transportation/ Caltrans.</p>	
<p>m) At the 6th Street / G Street intersection, implementation of Mitigation Measure 6.12-1(j), supplemented by signal timing modifications, would lessen the project impact. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair</p>	<p>Optimize signal timing at 6th Street/ G Street intersection</p>	City	As warranted.	<p>Development Services/City Department of Transportation/</p>	

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<p>share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies.</p>	<p>Optimize signal timing at 6th Street/ H Street intersection</p>	<p>City</p>	<p>As warranted.</p>	<p>Development Services/City Department of Transportation/ Caltrans.</p>	
<p>n) At the 6th Street / H Street intersection, implementation of Mitigation Measure 6.12-1(k), supplemented by signal timing modifications, would lessen the project impact. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p>	<p>Optimize signal timing at 7th Street/ H Street intersection</p>	<p>City</p>	<p>As warranted.</p>	<p>Development Services/City Department of Transportation/ Caltrans.</p>	
<p>o) At the 7th Street / H Street intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS D (40.9 seconds delay) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p>					

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<p>p) At the 8th Street / H Street intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (32.7 seconds delay) in the a.m. peak hour. These results are shown in Table 6.12-21.</p>	<p>Optimize signal timing at 8th Street/ H Street intersection</p>	<p>City</p>	<p>As warranted.</p>	<p>Development Services/City Department of Transportation/ Caltrans.</p>	
<p>q) At the Jibboom Street / I Street intersection, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (30.8 seconds delay) in the a.m. peak hour and the delay would be reduced to 139.4 seconds delay (although the level of service would remain at LOS F) in the p.m. peak hour. To further mitigate the impact would require widening of the elevated bridge structures to add vehicle lanes to increase vehicle capacity. The costs for such improvement cannot be justified because the improvements would be temporary as the Plan proposes to replace the Jibboom Street structure with an elevated connection from Bercut Drive.</p>	<p>Optimize signal timing at Jibboom Street/ I Street intersection</p>	<p>City</p>	<p>As warranted.</p>	<p>Development Services/City Department of Transportation/ Caltrans.</p>	
<p>r) At the 5th Street/ I Street intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (31.0 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-21.</p>	<p>Optimize signal timing at 5th Street/ I Street intersection</p>	<p>City</p>	<p>As warranted.</p>	<p>Development Services/City Department of Transportation/ Caltrans.</p>	

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<p>s) At the 6th Street/ I Street intersection, implementation of Mitigation Measure 6.12-1(o), supplemented by signal timing modifications, would lessen the project impact. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS D (46.3 seconds delay) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p>	<p>Implement MM 6.12-1(o) and optimize signal timing at 6th Street/ I Street intersection</p>	<p>City</p>	<p>As warranted.</p>	<p>Development Services/City Department of Transportation/ Caltrans.</p>	
<p>t) At the 3rd Street/ J Street intersection, implementation of Mitigation Measure 6.12-1(p), supplemented by signal timing modifications, would lessen the project impact. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS E (73.4 seconds delay) in the a.m. peak hour and to LOS D (39.2 seconds delay) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p>	<p>Implement MM 6.12-1(p) and optimize signal timing at 3rd Street/ J Street intersection</p>	<p>City</p>	<p>As warranted.</p>	<p>Development Services/City Department of Transportation/ Caltrans.</p>	

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

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

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

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<p>d) At the 5th Street / Richards Boulevard intersection, the City shall install, or cause to be installed, one westbound through lane to provide one left-turn lane, four through lanes and one combination through-right lane; modify the northbound 5th Street approach to provide one left turn lane and two through lanes, and optimize signal timing. The City has included the cost of this improvement in its approved Richards Boulevard Area Plan and Facility Element and the project applicant shall provide "fair-share" funding for this improvement through payment of traffic impact fees in accordance with the Railyards Financing Plan. The applicant's fair share contribution shall be calculated pro rata, on a per unit and/or square foot basis, based upon the land uses identified in development applications submitted to the City. The fair share contribution shall be paid to the City prior to the issuance of building permits.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (20.4 seconds delay) in the a.m. peak hour and to LOS C (37.3 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-26.</p>	<p>Install specified improvements at the 5th Street / Richards Boulevard intersection.</p>	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	
<p>e) At the 10th Street/ Richards Boulevard intersection, the City shall re-stripe the northbound 10th Street approach to the intersection to provide two left turn lanes and one through lane, and optimize signal timing. The applicant shall also pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Railyards Boulevard.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (22.9 seconds delay) in the a.m. peak hour and to LOS C (33.1 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-26.</p>	<p>Re-stripe as indicated at the 10th Street / Richards Boulevard intersection. Pay fair share</p>	City Applicant	As warranted. Prior to issuance of building permit.	Development Services/City Department of Transportation/ Caltrans. Development Services/City Department of Transportation/ Caltrans.	
<p>f) At the I-5 Northbound ramps/ Bannon Street intersection, the City shall install, or cause to be installed, one eastbound through lane to provide one left-turn lane, three through lanes and one combination through-right lane; and optimize signal timing. The City has included the cost of this improvement in its approved Richards Boulevard Area Plan and</p>	<p>Install specified improvements at the I-5 Northbound ramps/ Bannon Street intersection.</p>	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	

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Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
<p>g)</p> <p>Facility Element and the project applicant shall provide "fair-share" funding for this improvement through payment of traffic impact fees in accordance with the Railyards Financing Plan. The applicant's fair share contribution shall be calculated pro rata, on a per unit and/or square foot basis, based upon the land uses identified in development applications submitted to the City. The fair share contribution shall be paid to the City prior to the issuance of building permits.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS D (38.3 seconds delay) in the a.m. peak hour and LOS C (29.8 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-26.</p> <p>At the Bercut Drive/ Bannan Street intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p>	<p>Pay fair share</p> <p>Optimize signal timing at Bercut Drive / Bannan Street intersection.</p>	<p>Applicant</p> <p>City</p>	<p>Prior to issuance of building permit.</p> <p>As warranted.</p>	<p>Development Services/City Department of Transportation/ Caltrans.</p>	
<p>h)</p> <p>With implementation of this mitigation measure, the delay would be reduced to 39.2 seconds delay (although the level of service would remain at LOS D) in the p.m. peak hour. To further mitigate the impact would require additional widening of Bercut Drive, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable. These results are shown in Table 6.12-26.</p> <p>At the N. 5th Street/ Bannan Street intersection, the City shall install, or cause to be installed, re-striping of the eastbound Bannan Street approach to provide one left turn lane, one combination left-through lane and three through lanes, and optimize signal timing. The City has included the cost of this improvement in its approved Richards Boulevard Area Plan and Facility Element and the project applicant shall provide "fair-share" funding for this improvement through payment of traffic impact fees in accordance with the Railyards Financing Plan. The</p>	<p>Pay fair share</p> <p>Install specified improvements at the N. 5th Street / Bannan Street intersection.</p>	<p>Applicant</p> <p>City</p>	<p>Prior to issuance of building permit.</p> <p>As warranted.</p>	<p>Development Services/City Department of Transportation/ Caltrans.</p>	

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MITIGATION MONITORING AND REPORTING PLAN

Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
<p>applicant's fair share contribution shall be calculated pro rata, on a per unit and/or square foot basis, based upon the land uses identified in development applications submitted to the City. The fair share contribution shall be paid to the City prior to the issuance of building permits.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS B (11.0 seconds delay) in the a.m. peak hour and to LOS C (21.0 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-26.</p> <p>i) At the 12th Street/ Bannon Street intersection, the City shall optimize the signal timing during both the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of these signals to improve vehicle progression along 12th Street.</p>	<p>Pay fair share</p> <p>Optimize signal timing at the 12th Street / Bannon Street intersection.</p>	<p>Applicant</p> <p>City</p>	<p>Prior to issuance of building permit.</p> <p>As warranted.</p>	<p>Development Services/City Department of Transportation/ Caltrans.</p>	
<p>With implementation of this mitigation measure, the level of service would be improved to LOS D (52.1 seconds delay) in the a.m. peak hour and to LOS E (77.7 seconds delay) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p> <p>j) At the 16th Street/ North B Street intersection, the City shall optimize the signal timing at both intersections during the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of these signals to improve vehicle progression along 16th Street.</p>	<p>Pay fair share</p> <p>Optimize signal timing at the 16th Street/ North B Street intersection.</p>	<p>Applicant</p> <p>City</p>	<p>Prior to issuance of building permit.</p> <p>As warranted.</p>	<p>Development Services/City Department of Transportation/ Caltrans.</p>	

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MITIGATION MONITORING AND REPORTING PLAN

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

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MITIGATION MONITORING AND REPORTING PLAN

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

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MITIGATION MONITORING AND REPORTING PLAN

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

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MITIGATION MONITORING AND REPORTING PLAN

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

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MITIGATION MONITORING AND REPORTING PLAN

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

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Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
<p>u) At the Jibboom Street/ I Street intersection, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p>	<p>Optimize signal timing at Jibboom Street/ I Street intersection and pay fair share.</p>	<p>City</p>	<p>As warranted.</p>	<p>Development Services/City Department of Transportation/ Caltrans.</p>	
<p>v) With implementation of this mitigation measure, the level of service would be improved to LOS E (79.4 seconds delay) in the a.m. peak hour and the delay would be reduced to 184.9 seconds delay (although the level of service would remain at LOS F) in the p.m. peak hour. To further mitigate the impact would require widening of the elevated bridge structures to add vehicle lanes to increase vehicle capacity. The costs for such improvement cannot be justified because the improvements would be temporary as the Plan proposes to replace the Jibboom Street structure with an elevated connection from Bercut Drive.</p>	<p>Pay fair share.</p>	<p>Applicant</p>	<p>Prior to issuance of building permit.</p>	<p>Development Services/City Department of Transportation/ Caltrans.</p>	
<p>w) At the 5th Street/ I Street intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS D (44.2 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-26.</p>	<p>Optimize signal timing at 5th Street/ I Street intersection and pay fair share.</p> <p>Pay fair share.</p>	<p>City</p> <p>Applicant</p>	<p>As warranted.</p> <p>Prior to issuance of building permit.</p>	<p>Development Services/City Department of Transportation/ Caltrans.</p> <p>Development Services/City Department of Transportation/ Caltrans.</p>	
<p>At the 6th Street/ I Street intersection, implementation of Mitigation Measure 6.12-1(o), supplemented by signal timing modifications, would lessen the impact of the Initial Phase. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p>	<p>Optimize signal timing at 6th Street/ I Street intersection and pay fair share.</p>	<p>City</p>	<p>As warranted.</p>	<p>Development Services/City Department of Transportation/ Caltrans.</p>	

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Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
<p>With implementation of this mitigation measure, the delay would be reduced to 83.9 seconds (although the level of service would remain at LOS F) in the p.m. peak hour. These results are shown in Table 6.12-26.</p>	<p>Pay fair share.</p>	<p>Applicant</p>	<p>Prior to issuance of building permit.</p>	<p>Development Services/City Department of Transportation/ Caltrans.</p>	
<p>x) At the 7th Street/ I Street intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p>	<p>Optimize signal timing at 7th Street/ I Street intersection and pay fair share.</p>	<p>City</p>	<p>As warranted.</p>	<p>Development Services/City Department of Transportation/ Caltrans.</p>	
<p>With implementation of this mitigation measure, the level of service would be improved to LOS D (35.6 seconds delay) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p>	<p>Pay fair share.</p>	<p>Applicant</p>	<p>Prior to issuance of building permit.</p>	<p>Development Services/City Department of Transportation/ Caltrans.</p>	
<p>y) At the 3rd Street/ J Street intersection, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p>	<p>Optimize signal timing at 3rd Street/J Street intersection and pay fair share.</p>	<p>City</p>	<p>As warranted.</p>	<p>Development Services/City Department of Transportation/ Caltrans.</p>	

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Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
<p>With implementation of this mitigation measure, the delay would be reduced to 167.0 seconds (although the level of service would remain at LOS F) in the a.m. peak hour and the delay would be reduced to 51.0 seconds (although the level of service would remain at LOS D) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p>	Pay fair share.	Applicant	Prior to issuance of building permit.	Development Services/City Department of Transportation/ Caltrans.	
<p>z) At the 3rd Street/ L Street intersection, implementation of Mitigation Measure 6.12-1(q), supplemented by signal timing modifications in the p.m. peak hour, would lessen the impact of the Initial Phase. Therefore, the City shall optimize the signal timing in p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS D (39.1 seconds delay) in the a.m. peak hour and the delay would be reduced to 126.7 seconds (although the level of service would remain at LOS F) in the p.m. peak hour. These results are shown in Table 6.12-26.</p>	Optimize signal timing at 3 rd Street/L Street intersection and pay fair share.	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	
<p>aa) At the 5th Street/ Capitol Mall intersection, the City shall optimize the signal timing in the a.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (23.5 seconds delay) in the a.m. peak hour. These results are shown in Table 6.12-26.</p>	Optimize signal timing at 5th Street/ Capitol Mall intersection and pay fair share.	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	
<p>bb) At the 3rd Street/ P Street intersection, the City shall increase the cycle</p>	Optimize signal	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	

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

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

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Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
<p>d) At the 5th Street/ Richards Boulevard intersection, implementation of Mitigation Measure 6.12-16(d), and optimizing signal timing would lessen the impact of the Full Project. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (20.6 seconds delay) in the a.m. peak hour and to LOS C (28.2 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-31.</p>	<p>Implement MM 6.12-16(d), optimize signal timing at 5th Street/ Richards Boulevard intersection and pay fair share.</p>	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	
<p>e) At the 10th Street/ Richards Boulevard intersection, implementation of Mitigation Measure 6.12-16(e), and optimizing signal timing would lessen the impact of the Full Project. However, to further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.</p>	<p>Implement MM 6.12-16(e), optimize signal timing at 10th Street/ Richards Boulevard intersection and pay fair share.</p>	Applicant	Prior to issuance of building permit.	Development Services/City Department of Transportation/ Caltrans.	
<p>f) At the I-5 Southbound ramps/ Bannon Street intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Bannon Street.</p>	<p>Optimize signal timing at I-5 Southbound ramps/ Bannon Street intersection and pay fair share.</p>	City	As warranted.	Development Services/City Department of Transportation/ Caltrans.	

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Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
<p>With implementation of this mitigation measure, the level of service would be improved to LOS B (17.0 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-31.</p>	<p>Pay fair share.</p>	<p>Applicant</p>	<p>Prior to issuance of building permit.</p>	<p>Development Services/City Department of Transportation/ Caltrans.</p>	
<p>g) At the I-5 Northbound ramps/ Bannon Street intersection, implementation of Mitigation Measure 6.12-16(f), and optimizing signal timing would lessen the impact of the Full Project. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS D (36.0 seconds delay) in the a.m. peak hour and LOS C (34.1 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-31.</p>	<p>Implement MM 6.12-16(f), optimize signal timing at I-5 Northbound ramps / Bannon Street intersection and pay fair share.</p> <p>Pay fair share.</p>	<p>City</p> <p>Applicant</p>	<p>As warranted.</p> <p>Prior to issuance of building permit.</p>	<p>Development Services/City Department of Transportation/ Caltrans.</p>	
<p>h) At the Bercut Drive/ Bannon Street intersection, optimizing signal timing would lessen the impact of the Full Project. However, to further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.</p>	<p>Optimize signal timing at Bercut Drive / Bannon Street intersection and pay fair share.</p>				

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Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
<p>i) At the N. 5th Street/ Bannon Street intersection, implementation of Mitigation Measure 6.12-16(h), and optimizing signal timing would lessen the impact of the Full Project. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS B (11.6 seconds delay) in the a.m. peak hour and LOS B (17.5 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-31.</p>	<p>Implement MM 6.12-16(h), optimize signal timing at N. 5th Street / Bannon Street intersection and pay fair share.</p> <p>Pay fair share.</p>	<p>Applicant</p>	<p>Prior to issuance of building permit.</p>	<p>Development Services/City Department of Transportation/ Caltrans.</p>	
<p>j) At the 7th Street/ Bannon Street intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along 7th Street and Bannon Street.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (20.6 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-31.</p>	<p>Optimize signal timing at 7th Street / Bannon Street intersection and pay fair share.</p> <p>Pay fair share.</p>	<p>City</p> <p>Applicant</p>	<p>As warranted.</p> <p>Prior to issuance of building permit.</p>	<p>Development Services/City Department of Transportation/ Caltrans.</p>	

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Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	Verification of Compliance
<p>k) At the 12th Street/ Bannon Street intersection, optimizing signal timing would lessen the impact of the Full Project during the p.m. peak hour but would not lessen the impact in the a.m. peak hour due to interaction with other signals along 12th Street that would also be reoptimized. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.</p>	<p>Optimize signal timing at 12th Street/ Bannon Street intersection, and pay fair share.</p>	<p>City</p>	<p>As warranted.</p>	<p>Development Services/City Department of Transportation/ Caltrans.</p>	
<p>l) At the 16th Street/ North B Street intersection, optimizing signal timing would lessen the impact of the Full Project. However, to further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.</p>	<p>Optimize signal timing at 16th Street/ North B Street intersection, and pay fair share.</p>	<p>City</p>	<p>As warranted.</p>	<p>Development Services/City Department of Transportation/ Caltrans.</p>	

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

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

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

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

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

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

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<p>ee) At the 3rd Street / P Street intersection, implementation of Mitigation Measure 6.12-16(bb), supplemented by signal timing modifications in the p.m. peak hour, would lessen the impact of the Full Project. Therefore, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS D (46.2 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-31.</p>	<p>Implement MM 6.12-16(bb), optimize signal timing at 3rd Street/ P Street intersection, and pay fair share.</p> <p>Pay fair share.</p>	City	As warranted.	<p>Development Services/City Department of Transportation/ Caltrans.</p>	
<p>ff) At the Richards Boulevard / 12th Street intersection, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along 12th Street.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (35.0 seconds delay) in the a.m. peak hour and to LOS C (20.6 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-31.</p>	<p>Optimize signal timing at Richards Boulevard / 12th Street intersection, and pay fair share.</p> <p>Pay fair share.</p>	City	As warranted.	<p>Development Services/City Department of Transportation/ Caltrans.</p>	
<p>6.12-27 Implement of Mitigation Measure 6.12-6. Additionally, the project applicant shall coordinate with RT to provide modifications to both bus and light rail services and to help fund necessary improvements in order to serve the transit demand generated by the Full Project.</p>	See MM 6.12-6.	See MM 6.12-6.	See MM 6.12-6.	See MM 6.12-6.	
<p>6.12-28 Implement Mitigation Measure 6.12-7.</p>	See MM 6.12-7.	See MM 6.12-7.	See MM 6.12-7.	See MM 6.12-7.	

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<p>6.12-29 Pursuant to Title 16 (Subdivisions) and Title 18 (Development Requirements) of the City of Sacramento Municipal Code, the Full Project shall be conditioned to provide all frontage improvements which include sidewalks, gutters and planters to the satisfaction of Development Engineering Division.</p>	<p>Verify that improvements including sidewalks, gutters, and planters, are provided to the satisfaction of the Development Engineering Division.</p>	<p>Project Applicant.</p>	<p>Prior to issuing of building permits.</p>	<p>Development Services/ Development Engineering Division.</p>	
<p>6.12-30 The Full Project shall provide enough parking spaces to comply with City code requirements unless otherwise approved by the City.</p>	<p>Verify that adequate parking is provided, in compliance with the City Code.</p>	<p>Project Applicant.</p>	<p>Prior to final design approval.</p>	<p>Development Services.</p>	
6.13 Urban Design and Visual Resources					
<p>6.13-3</p> <p>a) East of 6th Street, all exterior lighting and advertising (including signage) shall be directed onto the specific location intended for illumination (e.g., parking lots, driveways, and walkways) and shielded away from adjacent properties and public rights-of-way to minimize light spillover onto adjacent areas. Light structures for surface parking areas, vehicular access ways, and walkways shall not exceed a height of 25 feet. In addition, monument lighting and night-lit signage is prohibited on building facades that face existing residential neighborhoods.</p> <p>b) Prior to issuance of a Site Development Permit for each specific development project, the applicant shall submit a lighting plan to the Development Services Department for review and approval. The plan shall specify the lighting type and placement to ensure that the effects of security and other outdoor lighting are minimized on adjacent uses and do not create spillover effects.</p> <p>c) Landscape illumination and exterior sign lighting shall follow the City's Municipal Code.</p>	<p>Verify that all planned exterior lighting fixtures are shielded and that there is minimal spillover onto adjacent properties.</p>	<p>Project Applicant.</p>	<p>Prior to approval of final design.</p>	<p>Development Services.</p>	
	<p>Submit a lighting plan and verify that lighting types and placement minimize spillover.</p>	<p>Project Applicant.</p>	<p>Prior to issuing site development permits.</p>	<p>Development Services.</p>	
	<p>Verify that landscape and sign</p>	<p>Project Applicant.</p>	<p>Prior to approval of site</p>	<p>Development Services.</p>	

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<p>6.13-4 Highly reflective mirrored glass walls shall not be used as a primary building material (no more than 35 percent) for building facades adjacent to major roadways. Instead, low emission (Low-E) glass shall be used in order to reduce the reflective qualities of the building, while maintaining energy efficiency.</p>	<p>Verify that highly reflective mirrored glass makes up no more than 35 percent of the building materials and that Low E glass is used on building facades.</p>	<p>Project Applicant.</p>	<p>Prior to issuing building permits.</p>	<p>Development Services/Public Works.</p>	
<p>6.13-8 Implement Mitigation Measure 6.13-4.</p>	<p>See MM 6.13-4.</p>	<p>See MM 6.13-4.</p>	<p>See MM 6.13-4.</p>	<p>See MM 6.13-4.</p>	

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