

APPENDIX O

Metropolitan Transportation Plan and General Plan and EIR Analysis

APPENDIX O

APPLICABLE MITIGATION MEASURES AND POLICIES

A Transit Priority Project EIR may be used for any transit priority project that has incorporated all feasible mitigation measures, performance standards, or criteria set forth in the prior applicable environmental impact reports (Public Resources Code, § 21155.2(a)). The following EIRs have been reviewed to determine applicability for the Sacramento Commons project (proposed project):

- ▶ Sacramento 2030 General Plan Master EIR (State Clearinghouse [SCH] No. 2007072024), certified on March 3, 2009; and
- ▶ MTP/SCS Program EIR (SCH No. 2011012081), certified April 19, 2012.

This appendix sets forth mitigation measures from the 2030 General Plan Master EIR and MTP/SCS Program EIR, as well as General Plan policies discussed in the 2030 General Plan Master EIR, including policies that establish applicable performance standards or criteria. The project applicant has agreed to incorporate feasible mitigation measures, performance standards, and criteria as set forth in the 2030 General Plan Master EIR and the MTP/SCS Program EIR – to the extent they apply – into the proposed project.

Table O-1 identifies mitigation measures included in the MTP/SCS Program EIR and discusses their relationship to the proposed project. Table O-2 identifies mitigation measures and mitigating policies referenced in the 2030 General Plan Master EIR and describes their relationship to the proposed project. The 2030 General Plan Master EIR identified mitigating policies to address one or more potential environmental impacts associated with General Plan buildout.

Some mitigating policies and mitigation measures included in the MTP/SCS Program EIR and the City's 2030 General Plan Master EIR are not applicable to the proposed project because of the location of the project site or the proposed land uses, as noted in Tables O-1 and O-2. In other instances, mitigation measures or mitigating policies referenced in the prior EIRs call for studies or reports to be prepared and considered as part of project-level review. Where these studies or reports were prepared to support this EIR, Tables O-1 and O-2 discuss the relevant analyses in this EIR and related appendices.

The MTP/SCS Program EIR mitigation measures and mitigating policies in the General Plan Master EIR were developed to address impacts associated with projects throughout the region and throughout the City's Policy Area. As discussed in Tables O-1 and O-2, where appropriate, project-specific mitigation measures have been developed to implement Citywide or regional mitigation strategies in a way that is relevant to the proposed project and project site.

The proposed project was initiated when the 2030 General Plan was in force. Since that time, the City has prepared an update to the 2030 General Plan and anticipates adopting the new 2035 General Plan sometime in early 2015. Chapter 4 of this EIR identifies policy changes contemplated as a part of the 2035 General Plan that pertain to the proposed project. Since it is not possible to know which of these changes will be incorporated into the adopted 2035 General Plan, this Appendix focuses on relevant 2030 General Plan goals and policies.

**Table O-1
MTP/SCS Programmatic Mitigation Measures**

Mitigation Measure	Discussion
Chapter 3: Aesthetics	
<p>Mitigation Measure AES-1: Reduce sun glare resulting from implementation of new transportation projects.</p> <p>The implementing agency should minimize and control glare from transportation projects through the adoption of project design features that reduce glare. These features include:</p> <ul style="list-style-type: none"> • plant trees along transportation corridors to reduce glare from the sun; • create tree wells in existing sidewalks; • add trees in new curb extensions and traffic circles; • add trees to public parks and greenways; tree species should provide significant shade cover when mature utilities should be installed underground along these routes wherever feasible to allow trees to grow and provide shade without need for severe pruning; • landscape off-street parking areas, loading areas, and service areas. 	<p>The MTP/SCS Program EIR includes separate impact discussions for land use and transportation projects. As the proposed project is a land use project, mitigation measures applicable only to transportation projects are not applicable to the proposed project.</p> <p>In addition, the proposed project's PUD Guidelines (Appendix N) demonstrate the project will minimize glare through the use of project design features that reduce glare. The PUD Guidelines describe the use of low lighting focused on a safe pedestrian environment and preventing unnecessary light spillage or glare on adjacent residential units. The proposed project also includes a landscaping plan that will help to minimize glare from building windows. Please refer to Appendix N (pp. 27, 43, 49, 53, 58, and 59) for more detail on project design and glare.</p>
<p>Mitigation Measure AES-2: Design structures to avoid or reduce impacts resulting from glare.</p> <p>The implementing agency should minimize and control glare from land use and transportation projects through the adoption of project design features that reduce glare. These features include:</p> <ul style="list-style-type: none"> • limiting the use of reflective materials, such as metal; • using non-reflective material, such as paint, vegetative screening, matte finish coatings, and masonry; • screening parking areas by using vegetation or trees; • using low-reflective glass; and • complying with applicable general plan policies or local controls related to glare. 	<p>The MTP/SCS Program EIR includes separate impact discussions for land use and transportation projects. As the proposed project is a land use project, mitigation measures applicable only to transportation projects are not applicable to the proposed project.</p> <p>In addition, the proposed project's PUD Guidelines (Appendix N) address similar topics as those described in this mitigation measure. As described in the project's PUD Guidelines (Appendix N), the project will minimize glare through the use of project design features that reduce glare, as well as the use of non-reflective building materials. The PUD Guidelines describe the use of low lighting focused on a safe pedestrian environment and preventing unnecessary light spillage or glare on adjacent residential units. The proposed project would also reduce glare associated with parking as compared to existing conditions by removing all surface parking lots and replacing those lots with parking garages that would more effectively screen parked cars and headlights. Please refer to Appendix N (pp. 27, 43, 49, 53, 58, and 59) for more detail on project design and glare</p>
<p>Mitigation Measure AES-3: Design lighting to minimize light trespass and glare.</p> <p>The implementing agency should impose lighting standards that ensure that minimum safety and security needs are addressed and minimize light trespass and glare. These standards include the following:</p> <ul style="list-style-type: none"> • minimize incidental spillover of light onto adjacent private properties and undeveloped open space; 	<p>This mitigation measure has been incorporated into the project design. As described in the project's PUD Guidelines (Appendix N), the project will minimize glare through the use of project design features that reduce glare. The PUD Guidelines describe the use of low lighting focused on a safe pedestrian environment and preventing unnecessary light spillage or glare on adjacent residential units. Illuminated signs must be designed, located, and screened to limit direct light sources on residential units in the PUD area, and such signs are subject to review and approval during the Site</p>

**Table O-1
MTP/SCS Programmatic Mitigation Measures**

Mitigation Measure	Discussion
<ul style="list-style-type: none"> • direct luminaries away from habitat and open space areas adjacent to the project site; • install luminaries that provide good color rendering and natural light qualities; and • minimize the potential for back scatter into the nighttime sky and for incidental spillover of light onto adjacent private properties and undeveloped open space. 	<p>Plan and Design Review process or through a signage permit. Please refer to Appendix N (pp. 27, 43, 49, 53, 58, and 59) for more detail on project design and glare.</p> <p>This mitigation measure is also incorporated into the project and will be included in the MMRP for this project.</p>
<p>Mitigation Measure AES-4: Protect panoramic views and views of significant landscape features or landforms.</p> <p>The implementing agency should protect panoramic views and views of significant landscape features or landforms by taking the following (or equivalent) actions:</p> <ul style="list-style-type: none"> • require that the scale and massing of new development in higher-density areas provide appropriate transitions in building height and bulk that are sensitive to the physical and visual character of adjoining neighborhoods that have lower development intensities and building heights; • ensure building heights stepped back from sensitive adjoining uses to maintain appropriate transitions in scale and to protect scenic views; • avoid electric towers, solar power facilities, wind power facilities, communication transmission facilities and/or above ground lines along scenic roadways and routes, to the maximum feasible extent; • prohibit projects and activities that would obscure, detract from, or negatively affect the quality of views from designated scenic roadways or scenic highways; and • comply with other local general plan policies and local control related to the protection of panoramic or scenic views or views of significant landscape features or landforms. 	<p>Pursuant to Public Resources Code section 21099(d)(1), aesthetic impacts of a residential or mixed-use project located on an infill site within a transit priority area, such as the proposed project, shall not be considered significant impacts on the environment. CEQA only requires mitigation measures to be adopted to address potentially significant impacts. Therefore, programmatic mitigation measures proposed to address potential aesthetic impacts are not applicable to the proposed project.</p> <p>Although not required under CEQA, this EIR includes a comprehensive assessment of visual and aesthetic changes associated with implementation of the proposed project. As discussed in Section 4.1 (Aesthetics), the proposed project does not have the potential to impact panoramic views or views of significant landscape features or landforms. Section 4.1 also addresses the scale, massing, and height of the proposed project and the surrounding area. As described in Section 4.1 and the project's PUD Guidelines, the project is consistent with the City's building height standards.</p>
<p>Mitigation Measure AES-5: Design river crossings to minimize aesthetic and visual impacts and to protect scenic and panoramic views of significant landscape features and landforms to the greatest feasible extent.</p> <p>The implementing agency should design river crossings to protect the important elements of scenic vistas, including panoramic views and views of significant landscape features or landforms. Such design elements could include:</p> <ul style="list-style-type: none"> • designing the facility with aesthetics and dimensions which are architecturally pleasing and contextually appropriate for the adjacent neighborhoods; • designing the facility to not exceed or expand the capacity of the approach roadway; and • prohibiting design features that obscure, detract from, or negatively affect 	<p>The MTP/SCS Program EIR includes separate impact discussions for land use and transportation projects. As the proposed project is a land use project, mitigation measures applicable only to transportation projects are not applicable to the proposed project. In addition, the proposed project does not require any bridges or river crossings.</p>

**Table O-1
MTP/SCS Programmatic Mitigation Measures**

Mitigation Measure	Discussion
the quality of views from public viewing areas.	
<p>Mitigation Measure AES-6: Design projects to be visually compatible with surrounding areas.</p> <p>The implementing agency should design projects to minimize contrasts in scale and massing between the project and surrounding natural forms and developments. Strategies to achieve compatibility include:</p> <ul style="list-style-type: none"> • avoiding large cuts and fills when the visual environment (natural or urban) would be substantially disrupted; • siting or designing projects to minimize their intrusion into important viewsheds; • using contour grading to match surrounding terrain; • developing transportation systems to be compatible with the surrounding environments (e.g., colors and materials of construction material; scale of improvements); • avoiding the use of non-native landscaping; if exotic vegetation is used, it should be used as screening and landscaping that blends in and complements the natural landscape; • protecting or replacing trees in the project area; using grading that blends with the adjacent landforms and topography; • landscaping new slopes and embankments with compatible grasses, shrubs, and trees to soften cuts and edges; and • designing new structures to be compatible in scale, mass, character, and architecture with existing structures. 	<p>The MTP/SCS Program EIR evaluates programmatic impacts both regionally and within various sub-regions. The proposed project is located in the overlapping “Center and Corridor Communities” and “Sacramento County TPA” sub-regions. The MTP/SCS Program EIR does not conclude this mitigation measure is required to address aesthetic impacts in either the “Center and Corridor Communities” or “Sacramento County TPA” sub-regions. Furthermore, pursuant to Public Resources Code section 21099(d)(1) aesthetic impacts of a residential or mixed-use project located on an infill site within a transit priority area, such as the proposed project, shall not be considered significant impacts on the environment. CEQA only requires mitigation measures to be adopted to address potentially significant impacts. Therefore, programmatic mitigation measures proposed to address potential aesthetic impacts are not applicable to the proposed project.</p> <p>Although not required under CEQA, this EIR includes a detailed and comprehensive assessment of visual and aesthetic changes associated with implementation of the proposed project. Section 4.1 (Aesthetics) addresses the scale and massing of the proposed project and the surrounding area.</p>
Mitigation Measure AES-7: Implement Mitigation Measure AES-3.	See discussion related to Mitigation Measure AES-3.
<p>Mitigation Measure AES-8: Reduce the visibility of construction-related activities.</p> <p>The implementing agency should reduce the visibility of construction-related activities by taking the following (or equivalent) actions:</p> <ul style="list-style-type: none"> • restrict construction activities to permitted hours in accordance with local jurisdiction regulations; • locate materials and stationary equipment such as generators, compressors, rock crushers, cement mixers, etc. as far from sensitive receptors as possible; 	<p>Pursuant to Public Resources Code Section 21099(d)(1), aesthetic impacts of a residential or mixed-use project located on an infill site within a transit priority area, such as the proposed project, shall not be considered significant impacts on the environment. CEQA only requires mitigation measures to be adopted to address potentially significant impacts. Therefore, programmatic mitigation measures proposed to address potential aesthetic impacts are not applicable to the proposed project.</p> <p>Moreover, the City of Sacramento Noise Ordinance restricts noise-</p>

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Mitigation Measure	Discussion
<ul style="list-style-type: none"> locate materials and stationary equipment in such a way as to prevent glare, light, or shadow from impacting surrounding uses and minimize blockage of scenic resources; and reduce the visibility of construction staging areas by fencing or screening these areas with low-contrast materials consistent with the surrounding environment. 	<p>generating activities and provides an exemption for construction occurring during the daytime (consistent with the recommendation in Mitigation Measure AES-8). In addition, Mitigation Measure 4.9-3 in this EIR requires stationary construction equipment to be placed away from sensitive receptors, consistent with Mitigation Measure AES-8 of the MTP/SCS EIR. Mitigation Measure 4.9-3a in Section 4.9 of this EIR also includes limits to when construction is permitted.</p>
<p>Mitigation Measure AES-9: Implement Mitigation Measure AES-8.</p>	<p>See discussion related to Mitigation Measure AES-8, above.</p>
<p>Mitigation Measure AES-10: Implement Mitigation Measure AES-8.</p>	<p>See discussion related to Mitigation Measure AES-8, above.</p>
<p>Mitigation Measure AES-11: Re-vegetate exposed earth surfaces.</p> <p>The implementing agency should minimize short-term visual impacts of construction by revegetating slopes and exposed earth surfaces at the earliest opportunity.</p>	<p>Pursuant to Public Resources Code Section 21099(d)(1), aesthetic impacts of a residential or mixed-use project located on an infill site within a transit priority area, such as the proposed project, shall not be considered significant impacts on the environment. CEQA only requires mitigation measures to be adopted to address potentially significant impacts. Therefore, programmatic mitigation measures proposed to address potential aesthetic impacts are not applicable to the proposed project.</p> <p>Although not required under CEQA, this EIR includes a detailed and comprehensive assessment of visual and aesthetic changes associated with implementation of the proposed project. Section 4.1 (Aesthetics) addresses the proposed landscaping plan for the proposed project.</p> <p>The project does not propose to remove vegetation on slopes, as the project site is flat. In addition, the project site is already developed.</p>
<p>Mitigation Measure AES-12: Minimize contrasts between the project and surrounding areas.</p> <p>The implementing agency should ensure that projects use natural landscaping to minimize contrasts between the projects and surrounding areas. Wherever possible, the implementing agency should develop interchanges and transit lines at the grade of the surrounding land to limit view blockage. Project designs should contour the edges of major cut-and-fill slopes to provide a more natural-looking finished profile.</p>	<p>Pursuant to Public Resources Code section 21099(d)(1) aesthetic impacts of a residential or mixed-use project located on an infill site within a transit priority area, such as the proposed project, shall not be considered significant impacts on the environment. CEQA only requires mitigation measures to be adopted to address potentially significant impacts. Therefore, programmatic mitigation measures proposed to address potential aesthetic impacts are not applicable to the proposed project.</p> <p>Although not required under CEQA, this EIR includes a detailed and comprehensive assessment of visual and aesthetic changes associated</p>

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Mitigation Measure	Discussion
	<p>with implementation of the proposed project. Section 4.1 (Aesthetics) addresses the proposed landscaping plan for the proposed project.</p> <p>In addition, this mitigation measure from the MTP/SCS EIR applies to transportation projects and the proposed project evaluated in this EIR is a land development project and does not propose major cuts or fills that would alter the existing natural topography. Finally, the proposed project site is developed under existing conditions and this mitigation measure relates to transportation projects in undeveloped areas.</p>
<p>Mitigation Measure AES-13: Replace and renew landscaping along roadway corridors and development sites.</p> <p>The implementing agency should replace and renew landscaping to the greatest extent possible along corridors with transportation improvements and at development sites. The implementing agency should plan landscaping in new corridors and developments to respect existing natural and man-made features and to complement the dominant landscaping of surrounding areas.</p>	<p>Pursuant to Public Resources Code Section 21099(d)(1), aesthetic impacts of a residential or mixed-use project located on an infill site within a transit priority area, such as the proposed project, shall not be considered significant impacts on the environment. CEQA only requires mitigation measures to be adopted to address potentially significant impacts. Therefore, programmatic mitigation measures proposed to address potential aesthetic impacts are not applicable to the proposed project.</p> <p>Although not required under CEQA, this EIR includes a detailed and comprehensive assessment of visual and aesthetic changes associated with implementation of the proposed project. Section 4.1 (Aesthetics) addresses the proposed landscaping plan for the proposed project. As noted, the landscaping plan involves tree planting and other landscaping along public rights-of-way – both on the edges and in the interior of the project site, in the same locations that feature landscaping under existing conditions. See Section 4.1, as well as Chapter 2 of this EIR (Project Description) for details.</p>
<p>Mitigation Measure AG-1: Mitigate for loss of farmland.</p> <p>The implementing agency should mitigate for loss of farmland by requiring permanent protection of in-kind farmland at a 1:1 ratio, in the form of easements, fees, or elimination of development rights/potential.</p>	<p>CEQA only requires mitigation measures to be adopted to address potentially significant impacts. The proposed project has no impact on agricultural resources. Therefore, this mitigation measure is not applicable to the proposed project.</p>
<p>Mitigation Measure AG-2: Implement Mitigation Measure AG-1.</p>	<p>See discussion related to Mitigation Measure AG-1.</p>
<p>Mitigation Measure AG-3: Mitigate for loss of forest land or timberland.</p> <p>The implementing agency should mitigate for loss of forest land or timberland by requiring permanent protection of in-kind land at a 1:1 ratio, in the form of easements or fees and elimination of development rights/potential.</p>	<p>CEQA only requires mitigation measures to be adopted to address potentially significant impacts. The proposed project has no impact on forest land or timberland. Therefore, this mitigation measure is not applicable to the proposed project.</p>

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Mitigation Measure	Discussion
<p>Mitigation Measure AG-4: Inventory innovative ideas and best practices from the RUCS toolkit, USEPA and USDA Supporting Sustainable Rural Communities publication, and other sources and implement a locally appropriate strategy to manage growth issues at the rural-urban interface to support the long-term viability of agriculture in the SACOG region.</p> <p>The implementing agency should mitigate to avoid or minimize general pressure to convert agriculture land at the urban edge to non-agricultural uses by adopting regulations that enforce the innovations and best practices identified to minimize conversion pressures on farmland.</p>	<p>CEQA only requires mitigation measures to be adopted to address potentially significant impacts. The proposed project has no impact on agricultural resources. Therefore, this mitigation measure is not applicable to the proposed project.</p>
<p>Mitigation Measure AG-5: Implement Mitigation Measure AG-3.</p>	<p>CEQA only requires mitigation measures to be adopted to address potentially significant impacts. The proposed project has no impact on agricultural resources, forest land, or timberland. Therefore, this mitigation measure is not applicable to the proposed project.</p>
<p>Mitigation Measure AG-6: Minimize construction-related impacts to agricultural and forestry resources.</p> <p>The implementing agency should: restrict construction activities to permitted hours in accordance with local jurisdiction regulations; locate materials and stationary equipment such as generators, compressors, rock crushers, cement mixers, etc. as far from conflicting uses as possible; locate materials and stationary equipment in such a way as to prevent conflict with agricultural and forestry resources; and minimize conflict between construction vehicles and agricultural operations on roads that facilitate agricultural operations.</p>	<p>CEQA only requires mitigation measures to be adopted to address potentially significant impacts. The proposed project has no impact on agricultural resources. Therefore, this mitigation measure is not applicable to the proposed project.</p>
<p>Mitigation Measure AG-7: Implement Mitigation Measure AES-3.</p>	<p>See discussion related to Mitigation Measure AES-3.</p>
Chapter 5: Air Quality	
<p>Mitigation Measure AIR – 1: Implementing agencies should require air quality modeling for individual land use and transportation projects to determine whether thresholds of significance for long-term operational criteria air pollutant emissions are</p>	<p>Air quality modeling was performed in preparing this EIR. As demonstrated in Section 4.2 (Air Quality), the modeling demonstrates that the proposed project will not exceed long-term operations thresholds. Preparation of this</p>

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Mitigation Measure	Discussion
<p>exceeded and apply recommended applicable mitigation measures as defined by the applicable local air district.</p> <p>Implementing agencies should require modeling to identify long-term operational emissions of ROG, NOx, CO, PM10, and PM2.5 to determine if the project will exceed the thresholds of significance established by the applicable local air district. Projects that exceed the long-term operational thresholds shall mitigate the air quality impacts using all feasible mitigation.</p>	<p>EIR and the project-specific analysis conducted as part of the EIR satisfy the requirements of this mitigation measure. Therefore, this mitigation measure will not be included in the MMRP prepared for the proposed project because it has been satisfied and no further actions or monitoring relating to this mitigation measure is necessary.</p>
<p>Mitigation Measure AIR – 2: Adhere to ARB Handbook siting guidance to the maximum extent possible.</p> <p>The implementing agencies should adhere to the ARB Handbook siting guidance to the maximum extent possible. Where sensitive land uses or TAC sources would be sited within the minimum ARB-recommended distances, a screening-level HRA shall be conducted to determine, based on site-specific and project-specific characteristics, and all feasible mitigation best management practices (BMPs) shall be implemented. The HRA protocols of the applicable local air districts shall be followed or, where a district/office does not have adopted protocols, the protocol of SMAQMD or CAPCOA shall be followed. BMPs shall be applied as recommended and applicable, to reduce the impact to a less-than-significant level where feasible. The HRA should give particular attention to the nature of the receptor, recognizing that some receptors are particularly sensitive (e.g., schools, day care centers, assisted living and senior centers, and hospitals) and may require special measures. Examples of BMPs known at this time to be effective include:</p> <ul style="list-style-type: none"> • install passive (drop-in) electrostatic filtering systems (especially those with low air velocities (i.e., 1 MPH)) as a part of the HVAC project HVAC system(s); • orient air intakes away from TAC sources to the maximum extent possible; and • use tiered tree planting between roadways and sensitive receptors wherever feasible, using native, needled (coniferous) species, ensure a permanent irrigation source, and provide permanent funding to maintain and care for the trees. 	<p>Air quality analysis and modeling was performed in preparing this EIR. As demonstrated in Section 4.2 of this EIR (Air Quality), the analysis and modeling demonstrates that the proposed project will not expose sensitive receptors to short-term or long-term toxic air contaminant (TAC) concentrations. See, in particular, the discussion under Impact 4.2-5. The project site is not located within ARB-specified distances of any identified sources of toxic air contaminant sources.</p> <p>Preparation of this EIR and the project-specific analysis conducted as part of the EIR satisfy the requirements of this mitigation measure. Therefore, this mitigation measure will not be included in the MMRP prepared for the proposed project because it has been satisfied and no further actions or monitoring relating to this mitigation measure is necessary.</p>
<p>Mitigation Measure AIR-3: Implementing agencies should require assessment of new and existing odor sources for individual land use projects to determine whether sensitive receptors would be exposed to objectionable odors and apply recommended applicable mitigation measures as defined by the applicable local air district and best practices.</p> <p>Implementing agencies should require assessment of new and existing odor sources</p>	<p>CEQA only requires mitigation measures to be adopted to address potentially significant impacts. The proposed project has less than significant effects related to odors. Therefore, this mitigation measure will not be included in the MMRP prepared for the proposed project because it has been satisfied and no further actions or monitoring relating to this mitigation measure is necessary.</p>

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Mitigation Measure	Discussion
<p>for individual land use projects to determine whether sensitive receptors would be exposed to objectionable odors and apply recommended applicable mitigation measures as defined by the applicable local air district and best practices.</p>	
<p>Mitigation Measure AIR-4: Implementing agencies should require project applicants to implement applicable, or equivalent, standard construction mitigation measures.</p> <p>Lead agencies should require project applicants, prior to construction, to implement construction mitigation measures that, at a minimum, meet the requirements of the applicable air district with jurisdiction over the area in which construction activity would occur if the project is anticipated to exceed thresholds of significance for short-term criteria air pollutant emissions. Projects that exceed these thresholds shall mitigate the air quality impacts using all feasible mitigation. For construction activity on the project site that is anticipated to exceed thresholds of significance, the project applicant(s) shall require construction contractors to implement both Standard Mitigation Measures and Best Available Mitigation Measures for Construction Activity to reduce emissions to the maximum extent feasible for all construction activity performed in the plan area.</p>	<p>The Air Quality Section of this EIR (Section 4.2) refers to applicable thresholds of significance developed by the Sacramento Metropolitan Air Quality Management District. Mitigation Measure 4.2-1 is a project-specific mitigation measure that implements the requirements of AIR-4 by using Air District standard construction mitigation strategies.</p>
<p>Mitigation Measures AIR-5: Implement Mitigation Measure AIR-4.</p>	<p>Refer to the discussion related to Mitigation Measure AIR-4.</p>
<p>Chapter 6: Biological Resources</p>	
<p>Mitigation Measure BIO-1: Avoid, minimize, and mitigate impacts on special-status plant species.</p> <p>Implementing agencies should require project applicants to prepare biological resources assessments for specific projects proposed in areas containing, or likely to contain, habitat for special-status plants. The assessment should be conducted by appropriately trained professionals pursuant to adopted protocols and standards in the industry. Mitigation should be identified on a project level when significance thresholds are exceeded and should include measures to address direct and indirect impacts such as avoidance, minimization, and compensatory measures. Mitigation should be consistent with the requirements of CEQA, USFWS, and CDFG regulations and guidelines, in addition to applicable requirements of an adopted HCP/NCCP or other applicable plans promulgated to protect species/habitat.</p> <p>At a minimum the following performance standards will be implemented by the project applicant for mitigation of impacts to special-status plants:</p> <ul style="list-style-type: none"> • Avoidance of special-status plants will be pursued where feasible, as defined in Section 15364 of the CEQA Guidelines. • Where avoidance is infeasible, impacts should be mitigated through special-status plant habitat restoration or establishment, where appropriate and 	<p>As detailed in Section 4.3 of this EIR (Biological Resources), a biological resource assessment was prepared for the proposed project consistent with Mitigation Measure BIO-1. There are no impacts to special-status plant species associated with implementation of the proposed project. Preparation of this EIR and the project-specific analysis conducted as part of the EIR satisfy the requirements of this mitigation measure.</p>

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Mitigation Measure	Discussion
<p>feasible. Habitat will be restored or newly established (on or off site) at a minimum ratio of 1:1 (1 acre restored for each acre impacted). Such mitigation sites will be dedicated either in fee or as an easement in perpetuity held by a qualified organization or agency. The mitigation site will be monitored the first year after the mitigation is implemented and every five years thereafter, until the mitigation is considered to be successful. Guaranteed funding for maintenance of the mitigation sites shall be established.</p> <ul style="list-style-type: none"> Mitigation will be considered successful if restored areas are determined to be stable and contain at least 60 percent of the number of plants present in the original occurrence. If the population falls below 60 percent of the original number of plants, then remedial action will be required to reach and maintain this 60 percent standard until the mitigation is considered to be successful. 	
<p>Mitigation Measure BIO-2: Avoid, minimize, and mitigate impacts on special-status wildlife species.</p> <p>Implementing agencies should require project applicants to prepare biological resources assessments for specific projects proposed in areas containing, or likely to contain, habitat for special-status wildlife. The assessment should be conducted by appropriately trained professionals pursuant to adopted protocols and standards in the industry. Where the biological resources assessment establishes that mitigation is required to avoid direct and indirect adverse effects on special-status wildlife species, mitigation should be developed consistent with the requirements of CEQA, USFWS, and CDFG regulations and guidelines, in addition to applicable requirements of an adopted HCP/NCCP or other applicable plans promulgated to protect species/habitat. At a minimum the following performance standards will be implemented by the project applicant for mitigation of impacts to special-status wildlife:</p> <ul style="list-style-type: none"> Avoidance of special-status wildlife and their habitat will be pursued where feasible, as defined in Section 15364 of the CEQA Guidelines. Where avoidance is infeasible, impacts should be mitigated through preservation, restoration, or creation of special-status wildlife habitat, where appropriate and feasible. Loss of habitat will be mitigated at an agency approved mitigation bank or through individual mitigation locations as approved by USFWS and/or CDFG. The minimum replacement ratios and typical mitigation for wildlife habitat that could be impacted by the proposed project are presented below in Table 6.12. The mitigation site will be monitored the first year after the mitigation is implemented and every five years thereafter, until the mitigation is considered to be successful. All mitigation areas should be preserved in perpetuity through either fee 	<p>As detailed in Section 4.3, a biological resources assessment has been conducted consistent with Mitigation Measure BIO-2 and project-specific mitigation has is implemented to avoid significant impacts to special-status wildlife species (see Mitigation Measure 4.3-1). Mitigation Measures 4.3-1a and 4.3-1b implement the recommendations included in Mitigation Measure BIO-2 by avoiding impacts to special-status wildlife species that could potentially be on-site prior to the time of construction.</p>

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MTP/SCS Programmatic Mitigation Measures**

Mitigation Measure	Discussion
<p>ownership or a conservation easement held by a qualified conservation organization or agency, establishment of a preserve management plan, and guaranteed long-term funding for site preservation through the establishment of a management endowment.</p>	
<p>Mitigation Measure BIO-3: Avoid, minimize, and mitigate impacts on special-status fish species.</p> <p>Implementing agencies should require project applicants to prepare biological resources assessments for specific projects proposed in areas containing, or likely to contain, habitat for special-status fish. The assessment should be conducted by appropriately trained professionals pursuant to adopted protocols, and standards in the industry. Mitigation measures should be identified when significance thresholds are exceeded. Mitigation implementation should be consistent with the requirements of CEQA and USFWS, NMFS, and CDFG regulations and guidelines, and/or follow an adopted HCP/NCCP or other applicable plans promulgated to protect species/habitat. The following performance standards should be implemented by the project applicant for mitigation of direct and indirect impacts to special-status wildlife:</p> <ul style="list-style-type: none"> • Avoidance of special-status fish species and their habitat will be pursued where consistent with the project objectives and where feasible, as defined in Section 15364 of the CEQA Guidelines. • Where impacts are unavoidable, impacts should be mitigated through restoration or enhancement of special-status fish habitat, where appropriate and feasible. Loss of habitat will be mitigated off site at an agency approved mitigation bank or through individual mitigation locations approved, as approved by USFWS and/or CDFG. A minimum ratio of 1:1 (one acre restored or enhanced to one acre of disturbance). The mitigation site will be monitored the first year after the mitigation is implemented and every five years thereafter, until the mitigation is considered to be successful. • All mitigation areas should be preserved in perpetuity through either fee ownership or a conservation easement held by a qualified conservation organization or agency, establishment of a preserve management plan, and guaranteed long-term funding for site preservation through the establishment of a management endowment. 	<p>As detailed in Section 4.3 of this EIR (Biological Resources), a biological resource assessment was prepared for the proposed project consistent with Mitigation Measure BIO-3. There are no impacts to special-status fish species associated with implementation of the proposed project. Preparation of this EIR and the project-specific analysis conducted as part of the EIR satisfy the requirements of this mitigation measure. Therefore, this mitigation measure will not be included in the MMRP prepared for the proposed project because it has been satisfied and no further actions or monitoring relating to this mitigation measure is necessary.</p>
<p>Mitigation Measure BIO-4: Avoid, minimize, and mitigate impacts to riparian habitats.</p> <p>Implementing agencies should require project applicants to prepare biological resources assessments for specific projects proposed in areas containing, or likely to contain, riparian habitats. The assessment should be conducted by appropriately trained professionals pursuant to adopted protocols, and standards in the industry. Mitigation measures should be identified when significance thresholds are exceeded.</p>	<p>As detailed in Section 4.3 of this EIR (Biological Resources), a biological resource assessment was prepared for the proposed project consistent with Mitigation Measure BIO-4. There are no impacts related to riparian habitat associated with implementation of the proposed project. Preparation of this EIR and the project-specific analysis conducted as part of the EIR satisfy the requirements of this mitigation measure. Therefore, this mitigation measure will not be included in the MMRP prepared for the proposed</p>

**Table O-1
MTP/SCS Programmatic Mitigation Measures**

Mitigation Measure	Discussion
<p>Mitigation measures should be consistent with the requirements of CEQA, or follow an adopted HCP/NCCP or other applicable plans promulgated to protect species/habitat.</p> <p>Implementing agencies should design projects such that they avoid and minimize direct and indirect impacts to riparian habitats where feasible, as defined in Section 15364 of the CEQA Guidelines. In general, if riparian vegetation is removed or disturbed, the project applicant will compensate for the loss of riparian vegetation. Compensation will be provided at a minimum 1:1 ratio for restoration and preservation, and may be a combination of onsite restoration/creation, offsite restoration, preservation, or mitigation credits. Project applicants should be required to develop a restoration and monitoring plan that describes how riparian habitat will be enhanced or recreated and monitored. At a minimum, the restoration and monitoring plan will include clear goals and objectives, success criteria, specifics on restoration/creation (plant palette, soils, irrigation, etc.), specific monitoring periods and reporting guidelines, and a maintenance plan. In general, any riparian restoration or creation will be monitored for a minimum of five years and will be considered successful when at least 75 percent of all plantings have become successfully established.</p> <p>Such mitigation sites will be dedicated either in fee or as an easement in perpetuity held by a qualified organization or agency. Guaranteed funding for maintenance of the mitigation sites shall be established.</p>	<p>project because it has been satisfied and no further actions or monitoring relating to this mitigation measure is necessary.</p>
<p>Mitigation Measure BIO-5: Avoid, minimize, and mitigate impacts to oak woodland habitats.</p> <p>Implementing agencies should require project applicants to prepare biological resources assessments for specific projects proposed in areas containing, or likely to contain, oak woodland habitats. The assessment should be conducted by appropriately trained professionals pursuant to adopted protocols, and standards in the industry. Mitigation measures should be identified when significance thresholds are exceeded. Mitigation measures should be consistent with the requirements of CEQA, or follow an adopted HCP/NCCP or other applicable plans promulgated to protect species/habitat. Implementing agencies should design projects such that they avoid and minimize direct and indirect impacts to oak woodland habitats where feasible, as defined in Section 15364 of the CEQA Guidelines.</p> <p>In general, if oak woodland vegetation is removed or disturbed, the project applicant will compensate for the loss. Compensation will be provided at a minimum 1:1 ratio for restoration and preservation, and may be a combination of onsite restoration/creation, offsite restoration, preservation, or mitigation credits. If mitigation is completed by the project applicant, it will develop a restoration and monitoring plan</p>	<p>As detailed in Section 4.3 of this EIR (Biological Resources), a biological resource assessment was prepared for the proposed project consistent with Mitigation Measure BIO-5. There are no impacts to oak woodlands associated with implementation of the proposed project. Preparation of this EIR and the project-specific analysis conducted as part of the EIR satisfy the requirements of this mitigation measure. Therefore, this mitigation measure will not be included in the MMRP prepared for the proposed project because it has been satisfied and no further actions or monitoring relating to this mitigation measure is necessary.</p>

**Table O-1
MTP/SCS Programmatic Mitigation Measures**

Mitigation Measure	Discussion
<p>that describes how oak woodland habitat will be enhanced or recreated and monitored. At a minimum, the restoration and monitoring plan will include clear goals and objectives, success criteria, specifics on restoration/creation (plant palette, soils, irrigation, etc.), specific monitoring periods and reporting guidelines, and a maintenance plan. In general, any riparian restoration or creation will be monitored for a minimum of five years and will be considered successful when at least 75 percent of all plantings have become successfully established. Such mitigation sites will be dedicated either in fee or as an easement in perpetuity held by a qualified organization or agency. Guaranteed funding for maintenance of the mitigation sites shall be established.</p>	
<p>Mitigation Measure BIO-6: Avoid, minimize, and mitigate impacts to wetland and other waters.</p> <p>Implementing agencies should require project applicants to prepare biological resources assessments for specific projects proposed in areas containing, or likely to contain, wetlands and other waters. The assessment should be conducted by appropriately trained professionals pursuant to adopted protocols, and standards in the industry. Mitigation measures should be identified when significance thresholds are exceeded. Mitigation measures should be consistent with the requirements of CEQA and USACE and SWRCB regulations and guidelines, and/or follow an adopted HCP/NCCP or other applicable plans promulgated to protect species/habitat.</p> <p>Implementing agencies should design projects such that they avoid and minimize direct and indirect impacts to wetlands and other waters where feasible, as defined in section 15364 of the CEQA Guidelines. If wetlands and waters are filled or disturbed as part a specific project, the project applicant will compensate for the loss of wetland and waters to ensure there is no net loss of habitat functions and values. The compensation will be at a minimum 1:1 restoration ratio and a 1:1 preservation ratio. A restoration and monitoring plan should be developed and implemented if onsite or offsite restoration or creation is chosen. The plan should describe how wetlands should be created and monitored over a minimum of five years (or as required by the regulatory agencies). Such mitigation sites will be dedicated either in fee or as an easement in perpetuity held by a qualified organization or agency. Guaranteed funding for maintenance of the mitigation sites shall be established.</p>	<p>As detailed in Section 4.3 of this EIR (Biological Resources), a biological resource assessment was prepared for the proposed project consistent with Mitigation Measure BIO-6. There are no impacts to wetlands associated with implementation of the proposed project. Preparation of this EIR and the project-specific analysis conducted as part of the EIR satisfy the requirements of this mitigation measure. Therefore, this mitigation measure will not be included in the MMRP prepared for the proposed project because it has been satisfied and no further actions or monitoring relating to this mitigation measure is necessary.</p>
<p>Mitigation Measure BIO-7: Avoid, minimize, and mitigate impacts to wildlife corridors.</p> <p>Implementing agencies should require project applicants to prepare detailed analyses for specific projects impacting the ECA lands occurring within their sphere of influence to determine what wildlife species may use these area and what habitats</p>	<p>As detailed in Section 4.3 of this EIR (Biological Resources), a biological resource assessment was prepared for the proposed project consistent with Mitigation Measure BIO-7. The project site is in a developed urban area and does not contain wildlife movement corridors, streams or waterways, or native wildlife nursery sites. Preparation of this EIR and the project-specific</p>

**Table O-1
MTP/SCS Programmatic Mitigation Measures**

Mitigation Measure	Discussion
<p>those species require. The assessment should be conducted by appropriately trained professionals and standards in the industry. Mitigation implementation should be required when significance thresholds are exceeded. Mitigation should be consistent with the requirements of CEQA and/or follow an adopted HCP/NCCP or other relevant plans promulgated to protect species/habitat. Implementing agencies should design projects such that they avoid and minimize direct and indirect impacts to wildlife corridors where feasible, as defined in section 15364 of the CEQA Guidelines. Design considerations may include but would not be limited to the following: Constructing wildlife friendly overpasses and culverts; Using wildlife friendly fences that allow larger wildlife such as deer to get over, and smaller wildlife to go under; Limiting wildland conversions in identified wildlife corridors; and Retaining wildlife friendly vegetation in and around developments.</p>	<p>analysis conducted as part of the EIR satisfy the requirements of this mitigation measure. Therefore, this mitigation measure will not be included in the MMRP prepared for the proposed project because it has been satisfied and no further actions or monitoring relating to this mitigation measure is necessary.</p>
<p>Mitigation Measure BIO-8: Avoid, minimize, and mitigate for impacts on protected trees and other biological resources protected by local ordinances.</p> <p>Implementing agencies should require project applicants to prepare biological resources assessments for specific projects proposed in areas containing, or likely to contain, protected trees or other locally protected biological resources. The assessment should be conducted by appropriately trained professionals pursuant to adopted protocols, and standards in the industry. Mitigation should be implemented when significance thresholds are exceeded. Mitigation should be consistent with the requirements of CEQA and/or follow an adopted HCP/NCCP or other applicable plans promulgated to protect species/habitat. Implementing agencies should design projects such that they avoid and minimize direct and indirect impacts to protected trees and other locally protected resources where feasible, defined in section 15364 of the CEQA Guidelines. At a minimum, qualifying protected trees (or other resources) will be replaced at 1:1 in locally approved mitigation sites.</p> <p>As part of project-level environmental review, implementing agencies will ensure that projects comply with the most recent general plans, policies, and ordinances, and conservation plans. Review of these documents and compliance with their requirements will be demonstrated in project-level environmental documentation. Review of these documents and compliance with their requirements should be demonstrated in project-level environmental documentation.</p>	<p>As detailed in Section 4.3 of this EIR (Biological Resources), project-specific mitigation will be implemented to avoid significant impacts related to conflicts with local policies and ordinances protecting biological resources, such as a tree preservation ordinance, including replacing protected trees that require removal to implement the proposed project (see Mitigation Measure 4.3-2). Mitigation Measure 4.3-2 was developed to address the project site context and is consistent with the recommendations in Mitigation Measure BIO-8 (which was developed in anticipation of region-wide impacts). An arborist report was prepared to support the EIR, including addressing impacts to protected trees (see Appendix M of this EIR for more detail).</p>
<p>Mitigation Measure BIO-9: Avoid and minimize, and mitigate for construction-related impacts.</p> <p>Implementing agencies should require project applicants to prepare biological resources assessments for specific projects proposed in areas containing, or likely to contain, sensitive biological resources. The assessment should be conducted by</p>	<p>As detailed in Section 4.3 of this EIR (Biological Resources), a biological resource assessment was prepared for the proposed project consistent with Mitigation Measure BIO-9. There are no impacts to biological resources associated with implementation of the proposed project with the exception of potential impacts related to special-status wildlife species (nesting birds) and conflicts with local tree preservation guidelines. Mitigation Measures</p>

**Table O-1
MTP/SCS Programmatic Mitigation Measures**

Mitigation Measure	Discussion
<p>appropriately trained professionals pursuant to adopted protocols, and standards in the industry. As necessary and as required by regulatory agencies, project applicants should prepare mitigation and monitoring plans that identify avoidance and minimization measures that should reduce the level of potential direct and indirect impacts to sensitive biological resources to below thresholds of significance. These measures should be consistent with the requirements of CEQA. Where federally or stated listed species could be potentially impacted by construction activities, the project applicant should adhere to regulatory guidelines and policies that identify specific avoidance and minimization measures to insure that these actions do not result in the take of a listed species, except as authorized under a USFWS Biological Opinion or a CDFG Incidental Take Permit.</p>	<p>4.3-1a and 4.3-are included in this EIR to ensure consistency with Mitigation Measure BIO-9 by requiring surveys and if species would be adversely affected by construction, requiring measures to avoid impacts.</p>
<p>Mitigation Measure CR-1: Conduct historical resource studies and identify and implement project-specific mitigation.</p> <p>As part of planning, design and engineering for projects that result from the proposed MTP/SCS, the implementing agency should ensure that historic resources are treated in accordance with applicable federal, state and local laws and regulations. When a project has been identified as potentially affecting a historical resource, a historical resources inventory should be conducted by a qualified architectural historian. The study should comply with CEQA Guidelines section 15064.5(b), and, if federal funding or permits are required, with section 106 of the National Historic Preservation Act (NHPA) of 1966 (16 U.S.C. § 470 et seq.). If required, the study should consist of the following elements:</p> <ul style="list-style-type: none"> • a records search at the appropriate Information Center of the California Historical Resources Information System; • contact with local historical societies, museums, or other interested parties as appropriate to help determine locations of known significant historical resources; • necessary background, archival and historic research; • a survey of built environment/architectural resources that are 50 years old or older that may be directly or indirectly impacted by project activities; and • recordation and evaluation of built environment/architectural resources that are 50 years old or older that may be directly or indirectly impacted by project activities; buildings should be evaluated under CRHR and/or NRHP Criteria as appropriate and recorded on California Department of Parks and Recreation 523 forms. <p>These elements should be compiled into a Historical Survey Report that should be submitted to the appropriate Information Center and should also be used for SHPO consultation if the project is subject to NHPA section 106. In the case of demolition or significant modification to physical characteristics creating the historical significance</p>	<p>As detailed in Section 4.3 of this EIR (Cultural Resources), the City has required a historical resources inventory consistent with Mitigation Measure CR-1. Based on the potential and assumed eligibility of on-site historical resources for inclusion in the National Register of Historic Resources, the California Register of Historic Resources, and the Sacramento Register, the project's impact to a historical resource is considered significant. As described in Section 4.3 of this EIR, avoidance of impact to potential on-site historical resources is not feasible. Mitigation Measure 4.4-3 has been incorporated into this EIR, consistent with the recommendations of Mitigation Measure CR-1, which requires documentation, interpretation, reuse, and preservation of on-site resources, to the extent feasible.</p>

**Table O-1
MTP/SCS Programmatic Mitigation Measures**

Mitigation Measure	Discussion
<p>of a resource, the implementing agency should consider the completion of Historic American Buildings Survey (HABS)/Historic American Engineering Record (HAER) Standards documents. For projects that require NHPA Section 106 compliance, consultation with the State Office of Historic Preservation (SHPO) will be necessary to conduct effects analysis as well as to develop feasible and appropriate mitigation measures. Should analysis indicate that proposed changes to the historical resource will not impact the ability of the property to convey its significance, a Finding of No Adverse Effect Document can be produced and the project can proceed as planned or with agreed upon conditions (as detailed in an agreement document). If no historical resources are identified in the Historical Survey Report, meaning there are no NRHP, CRHR or locally listed or evaluated resources in the project study area, then mitigation is complete, and there is no impact to historical resources for the project. If the Historical Survey Report indicates that NRHP, CRHR or locally listed or eligible historical resources exist in the project study area, the implementing agency should consider avoidance as the primary mitigation measure. If avoidance is possible, mitigation is complete, and the impact to historical resources would be less than significant (LS). If avoidance of a significant architectural/built environment resource is not feasible, additional mitigation options include, but are not limited to, specific design plans for historic districts, or plans for alteration or adaptive re-use of a historical resource that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitation, Restoring, and Reconstructing Historic Buildings. Adaptive re-use or other measures developed consistent with the Secretary of the Interior's Standards will reduce impacts to a less than significant level unless such measures are unable to avoid materially altering the physical characteristics creating the resource's historical significance in an adverse manner. If the implementing agency determines these measures cannot avoid such material alterations to the physical characteristics creating the resource's historical significance, then the impact would remain potentially significant (PS). For archaeological resources that meet the definition of historical resources, where in-place preservation is possible, the impact to the historic archaeological resources will be less than significant (LS). Additionally, where the implementing agency determines that an alternative mitigation method is superior to in place preservation, the agency may implement such alternative measures to reduce the impact to less than significant (LS). If neither in place preservation nor any superior measures are possible, then the impact would be significant and unavoidable (SU). Creation of a Historic American Buildings Survey (HABS)/Historic American Engineering Record (HAER) standards document will reduce the impact associated with the loss or modification of historically significant physical characteristics of effected resources. However, it would not reduce the impact to a less than significant level (LS); the impact would remain potentially significant (PS). For projects that require NHPA section 106 compliance, consultation with the State</p>	

**Table O-1
MTP/SCS Programmatic Mitigation Measures**

Mitigation Measure	Discussion
<p>Office of Historic Preservation (SHPO) will be necessary to conduct effects analysis, as well as to develop feasible and appropriate mitigation measures. Should analysis indicate that proposed changes to the historical resource will not impact the ability of the property to convey its significance, a Finding of No Adverse Effect Document can be produced and the project can proceed as planned or with agreed upon conditions (as detailed in an agreement document). A Finding of Adverse Effect Document will be produced if there is no feasible way to avoid, minimize or mitigate adverse effects to the historical resource. In this case, a Memorandum of Agreement (MOA) or a Memorandum of Understanding (MOU) document must be prepared which will outline stipulations or conditions for treatment of the historical resources that must be followed for the project to continue. Under this scenario, the impact would be significant and unavoidable (SU).</p>	
<p>Mitigation Measure CR-2: Conduct Archaeological Resource Studies and Identify and Implement Project-Specific Mitigation.</p> <p>The implementing agency, prior to planning, design and engineering of specific projects in the proposed MTP/SCS, should ensure that archaeological resources are treated appropriately according to state, federal, and local laws and regulations, as applicable. If an archaeological resources is determined to be historically significant (CEQA Guidelines, § 15064.5(a).), then Mitigation Measure CR-1 should be applied. The mitigation measure below applies to non-historically significant archaeological resources.</p> <p>When a project has been identified as potentially affecting a unique archaeological resource, an archaeological inventory should be conducted by a qualified archaeologist. The study should comply with P.R.C. section 21083.2 and CEQA Guidelines section 15064.5(c); and, if federal funding or permits are required, NHPA section 106. The study should consist of the following elements:</p> <ul style="list-style-type: none"> • a records search at the appropriate Information Center of the California Historical Resources Information System; • contact with the Native American Heritage Commission (NAHC) to search their sacred lands database and provide a list of potentially interested Native American representatives; • contact with Native American representatives; • necessary background, archival and historic research; • a pedestrian survey, unless it is not recommended by the Information Center, which will include locating previous sites and conducting a systematic survey of the area for previously unrecorded sites; and • site records on appropriate Department of Parks and Recreation 523 forms, when sites are located. 	<p>For the part of this mitigation measure that references Mitigation Measure CR-1, see the discussion above related to Mitigation Measure CR-1.</p> <p>Consistent with Mitigation Measure CR-2, the EIR describes the records search, contact with the NAHC, and background research performed in preparing the EIR. As detailed in Section 4.4 of this EIR (Cultural Resources), there are no known on-site archaeological resources that would be affected by the implementation of the proposed project. Research and study of the project site was conducted to support this EIR, as detailed in Section 4.4 of this EIR, consistent with the recommendations of Mitigation Measure CR-2.</p> <p>To address potential impacts to unknown archaeological resources, the EIR includes Mitigation Measure 4.4-3, which requires measures to be implemented to avoid or minimize impacts on any discovered resources, consistent with this mitigation measure. For details, see Section 4.4 of this EIR.</p>

**Table O-1
MTP/SCS Programmatic Mitigation Measures**

Mitigation Measure	Discussion
<p>These elements should be compiled into an Archaeological Survey Report that should be submitted to the appropriate Information Center and should also be used for SHPO consultation if the project is subject to NHPA section 106.</p> <p>If no archeological resources are identified in the Archeological Survey Report, then mitigation is complete, and there is no impact to archeological resources for the project. The impact would be less than significant (LS).</p> <p>If the archaeological survey and/or the records search indicate that unique archaeological resources, as defined (Pub. Resources Code, § 21083.2(g).), are located in the specific project area, mitigation measures shall be identified including avoidance through project redesign, data recovery excavation, and/or public interpretation of the resource. If an archaeological resource is determined to be neither unique nor historical, and the determination and potential impacts are adequately documented, the effects of on those resources is less than significant (LS) (CEQA Guidelines, § 15064.5(c)(4).).</p> <p>If archaeological materials are inadvertently discovered during construction, work should stop within 100 feet of the find. If avoidance is not feasible, a qualified archaeologist familiar with the local conditions should recommend further work necessary to determine importance in accordance with applicable local, state, and federal guidelines. If the archaeological resource is determined to be important under federal, state, or local guidelines, treatment measures should be developed consistent with its status as either an historical resource or unique archaeological resource as described above (see also Mitigation Measures CR-1 and CR-3).</p>	
<p>Mitigation Measure CR-3: Reduce Visibility or Accessibility of Archaeological Resources.</p> <p>The implementing agency should determine whether or not implementation of a project will put an archaeological site in danger of damage via illicit collecting. If so, the implementing agency should take measures to reduce the visibility or accessibility of the archaeological resource to the public. Visibility of the resource can be reduced through the use of decorative walls or vegetation. Accessibility can be reduced by installing fencing or vegetation, particularly unwelcoming vegetation, such as poison oak or blackberry bushes. It is important to avoid creating an attractive nuisance when protecting sites. Conspicuous walls or signs indicating that an area is restricted may result in more attempts to access the area.</p>	<p>As detailed in Section 4.4 of this EIR (Cultural Resources), there are no known on-site archaeological resources. Preparation of this EIR and the project-specific analysis conducted as part of the EIR satisfy the requirements of this mitigation measure. Therefore, this mitigation measure will not be included in the MMRP prepared for the proposed project because it has been satisfied and no further actions or monitoring relating to this mitigation measure is necessary.</p>

**Table O-1
MTP/SCS Programmatic Mitigation Measures**

Mitigation Measure	Discussion
<p>Mitigation Measure CR-4: Conduct project-specific paleontological resource studies and identify and implement mitigation.</p> <p>As part of planning, design and engineering of projects that result from the proposed MTP/SCS, the implementing agency should ensure that paleontological resources are identified and appropriately mitigated. If a project is located within an area of high or moderate paleontological resource sensitivity or near a known unique geological feature, and would remove at least 2,500 cubic yards of soil from a previously unearthened area, the implementing agency should retain a qualified paleontologist prior to construction to evaluate sensitivity for unique paleontological resources in their project area. When a project has been identified as potentially affecting a unique paleontological resource, a paleontological resources assessment should be prepared. This study should comply with standards in the industry such as the Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Nonrenewable Paleontological Resources (Society of Vertebrate Paleontology Conformable Impact Mitigation Guidelines Committee, 1995 and 2007). Any area of known unique paleontological resources should be avoided during construction when feasible.</p> <p>The implementing agency should establish construction protocols to ensure that contractors take appropriate measures to avoid destroying fossil materials discovered during construction.</p> <p>If unique paleontological resources are discovered during construction and/or avoidance is not feasible, the property owner should be encouraged to allow excavation, identification, and cataloging and/or other documentation by a qualified paleontologist. The property owner should be further encouraged to donate the resource to a local agency, state university, or other applicable institution, for curation and display for public education purposes.</p>	<p>As detailed in Section 4.4 of this EIR (Cultural Resources), this EIR included a paleontological resources study to determine the potential for occurrences of resources on-site. To minimize potential adverse effects on previously unknown paleontological resources, the EIR includes Mitigation Measure 4.4-4, which, implements Mitigation Measure CR-4, by protecting potential resources including application of standards maintained by the Society of Vertebrate Paleontology.</p>
<p>Mitigation Measure CR-5: Implement Mitigation Measures CR-1 through CR-4.</p>	<p>See discussion related to Mitigation Measures CR-1 through CR-4.</p>
<p>Chapter 8: Energy and Global Climate Change</p>	
<p>Mitigation Measure ENE-1: Require new development to comply with local GHG reduction plans that contain measures identified in the Scoping Plan.</p> <p>The implementing agency should require development and transportation projects to comply with locally-adopted GHG reduction plans that, at a minimum, specifically address measures in the Scoping Plan aimed at reducing GHG emissions. Local plans should include local targets to help the state achieve the AB 32 goal of reducing 5 MMtCO₂e from cities and counties, which also will result in reduced reliance on oil and natural gas from residential, commercial, industrial, and public land uses, as well as transportation. If a local GHG reduction plan does not exist, the jurisdiction should adopt a plan with the foregoing features and apply such plan to</p>	<p>The MTP/SCS Program EIR evaluates programmatic impacts both regionally and within various sub-regions. The proposed project is located in the overlapping “Center and Corridor Communities” and “Sacramento County TPA” sub-regions. The MTP/SCS Program EIR concludes that no mitigation is necessary to address impacts in either the “Center and Corridor Communities” or “Sacramento County TPA” sub-regions.</p>

**Table O-1
MTP/SCS Programmatic Mitigation Measures**

Mitigation Measure	Discussion
new development projects.	
<p>Mitigation Measure ENE-2: Local jurisdictions should work with other local, regional, and state agencies to implement GHG reduction and energy efficiency programs in rural areas.</p> <p>The implementing agency should work with other local, regional, and state agencies to create or join programs focused on reducing GHG emissions through energy efficiency improvements to new and existing development in Rural Residential Communities. This should include targeted outreach to these areas.</p> <p>An example of such programs is the Placer County Power program, which allows homeowners to make energy efficiency upgrades to their property and pay for it through an easement on their property. Similar programs are being explored in other cities and counties, as well as a statewide program. Many of these efforts, however, do not focus in rural communities. Continued outreach to property owners in Rural Residential Communities regarding these programs should be conducted by the local jurisdictions to increase energy efficiency upgrades and reduce emissions associated with existing and future development in those areas.</p>	<p>The MTP/SCS Program EIR evaluates programmatic impacts both regionally and within various sub-regions. The proposed project is located in the overlapping “Center and Corridor Communities” and “Sacramento County TPA” sub-regions. The MTP/SCS Program EIR does not conclude this mitigation measure is required to address energy and GHG impacts in either the “Center and Corridor Communities” or “Sacramento County TPA” sub-regions.</p>
Chapter 9: Geology, Seismicity, Soils and Mineral Resources	
<p>Mitigation Measure GEO-1: Reduce soil erosion and loss of topsoil through erosion control mitigation and SWPPP.</p> <p>The implementing agency should require the development and implementation of detailed erosion control measures, consistent with the CBC and UBC regulations and guidelines and/or local NPDES, to address erosion control specific to the project site; revegetate sites to minimize soil loss and prevent significant soil erosion; avoid construction on unstable slopes and other areas subject to soil erosion where possible; require management techniques that minimize soil loss and erosion; manage grading to maximize the capture and retention of water runoff through ditches, trenches, siltation ponds, or similar measures; and minimize erosion through adopted protocols and standards in the industry. The implementing agency should also require land use and transportation projects to comply with locally adopted grading, erosion, and/or sediment control ordinances beginning when any preconstruction or construction-related grading or soil storage first occurs, until all final improvements are completed.</p> <p>If a local grading, erosion, and/or sediment control ordinance or other applicable plans or regulations do not exist, the jurisdiction should adopt ordinances substantially addressing the foregoing features and apply those ordinances to new development projects.</p>	<p>As detailed in Section 4.5 of this EIR (Geology and Soils), the project would be required to comply with existing regulations that are designed to reduce erosion and related impacts. Existing regulations require that grading, erosion, and sediment control plans be prepared and implemented in accordance with the City’s grading and stormwater control ordinances. These regulations also require the project applicant to prepare and implement a SWPPP in compliance with the City’s NPDES permit and to implement BMPs designed to reduce erosion.</p> <p>The project would need a grading permit, which would require submittal of a grading plan, erosion and sediment control plan, and post-construction erosion and sediment control plan for review and approval by the City, according to the requirements of Chapter 15.88 of the Sacramento City Code. In order to obtain coverage under the SWRCB’s Construction General Permit (NPDES No. CAS000002 Order No. 2009-0009-DWQ), the project would require preparation and submittal of a project-specific SWPPP at the time the notice of intent to discharge is filed. The project would also require erosion and sediment control and engineering plans and specifications for pollution prevention, which are designed to identify effective sediment control measures for both construction and operational phases of the project, based on site-specific characteristics.</p>

**Table O-1
MTP/SCS Programmatic Mitigation Measures**

Mitigation Measure	Discussion
	Mitigation Measures 4.8-1 and 4.8-2 in this EIR implement Mitigation Measure GEO-1. Specifically, Mitigation Measure 4.8-1 requires NPDES permit compliance, and Mitigation Measure 4.8-2 requires a drainage plan and pollutant source control program. .
Mitigation Measure GEO-2: Implement Mitigation Measure GEO-1.	See discussion above related to Mitigation Measure GEO-1.
<p>Mitigation Measure GEO-3: Reduce the loss of availability of a designated mineral resource.</p> <p>The implementing agency should protect against the loss of availability of a designated mineral resource through identification of locations with designated mineral resources and adoption and implementation of policies to conserve land that is most suitable for mineral resource extraction from development of incompatible uses.</p>	As detailed in Section 4.5 of this EIR (Geology and Soils), there are no known on-site mineral resources. Preparation of this EIR and the project-specific analysis conducted as part of the EIR satisfy the requirements of this mitigation measure. Therefore, this mitigation measure will not be included in the MMRP prepared for the proposed project because it has been satisfied and no further actions or monitoring relating to this mitigation measure is necessary.
Chapter 10: Hazards and Hazardous Materials	
<p>Mitigation Measure HAZ-1: Implement dust mitigation plan applicable to activities with risk of disturbing areas known to contain NOA.</p> <p>The implementing agency should require a dust mitigation plan for any activities, including construction, grading, quarrying, and surface mining, in areas known to contain NOA. The dust mitigation plan should, at a minimum, apply in the following areas:</p> <ul style="list-style-type: none"> A geographic area designated as an ultramafic rock unit or ultrabasic rock unit on maps published by the Department of Conservation; An area with ultramafic rock, serpentine or naturally-occurring asbestos on the site, as determined by the implementing or the owner or the owner/operator; or After the start of the operation, the District, a registered geologist, or the owner/operator discovers ultramafic rock, serpentine or naturally-occurring asbestos is the area to be disturbed. <p>Where feasible and appropriate, the dust mitigation should include the following elements:</p> <ul style="list-style-type: none"> Specify how the operation will minimize emissions; Prevent visible emissions from crossing the project boundaries; Limit vehicle speeds; Apply water prior to and during ground disturbance; Keep storage piles wet or covered; Prevent track-out and removal; and Use dust control measures appropriate to the presence of NOA. 	As detailed in Section 4.7 of this EIR (Hazards and Hazardous Materials), the project site does not contain any naturally occurring asbestos. Preparation of this EIR and the project-specific analysis conducted as part of the EIR satisfy the requirements of this mitigation measure. Therefore, this mitigation measure will not be included in the MMRP prepared for the proposed project because it has been satisfied and no further actions or monitoring relating to this mitigation measure is necessary.
Mitigation Measure HAZ-2: Determine if project sites are included on a government list of hazardous materials sites pursuant to Government Code Section 65962.5.	As detailed in Section 4.7 of this EIR (Hazards and Hazardous Materials), the project site does not contain any hazardous materials sites, per Section 65962.5. Preparation of this EIR and the project-specific analysis conducted

**Table O-1
MTP/SCS Programmatic Mitigation Measures**

Mitigation Measure	Discussion
<p>The implementing agency should determine whether specific project sites are listed on government lists of hazardous materials and/or waste sites compiled pursuant to Government Code Section 65962.5. Implementing agencies should require preparation of a Phase I ESA that meets ASTM standards for any listed sites or sites with the potential of residual hazardous materials and/or waste as a result of location and/or prior uses. Implementing agencies should require that recommendations of the Phase I ESA be fully implemented. If a Phase I ESA indicates the presence or likely presence of contamination, the implementing agency should require a Phase II ESA, and recommendations of the Phase II ESA should be fully implemented.</p>	<p>as part of the EIR satisfy the requirements of this mitigation measure. Therefore, this mitigation measure will not be included in the MMRP prepared for the proposed project because it has been satisfied and no further actions or monitoring relating to this mitigation measure is necessary.</p>
<p>Mitigation Measure HAZ-3: Ensure adequate public services, emergency response times, and emergency plans are in place.</p> <p>The implementing agency should require that public services and emergency response times and plans are or will be available to meet service levels identified in the applicable local general plan or service master plan. This should be documented in the form of a capacity analysis or provider will-serve letter.</p>	<p>The MTP/SCS Program EIR evaluates programmatic impacts both regionally and within various sub-regions. The proposed project is located in the overlapping “Center and Corridor Communities” and “Sacramento County TPA” sub-regions. The MTP/SCS Program EIR does not conclude this mitigation measure is required to address hazards and hazardous material impacts in either the “Center and Corridor Communities” or “Sacramento County TPA” sub-regions.</p>
<p>Chapter 11: Hydrology and Water Quality</p>	
<p>Mitigation Measure HYD-1: Manage stormwater run-off and other surface drainage.</p> <p>The implementing agency should require projects to direct stormwater run-off and other surface drainage into an adequate on-site system or into a municipal system with capacity to accept the project drainage. This should be demonstrated by requiring consistency with local stormwater drainage master plans or a project-specific drainage analysis satisfactory to the jurisdiction’s engineer of record.</p>	<p>As detailed in Section 4.12 of this EIR (Utilities and Service Systems), the project applicant would be required to participate in the City’s Combined Sewer System Development Fee Program, which is designed to mitigate project impacts on the sewer system. Existing City regulations require submittal, review, and compliance with City standards for stormwater facilities. The project applicant is required to prepare a stormwater drainage study that depicts the locations and appropriate sizes of all required facilities in conjunction with other site-specific improvement plans. Proposed on-site stormwater drainage systems are required to comply with the City’s Design and Procedures Manual to meet the City’s requirement of 5,000 cubic feet of detention for each additional acre of impervious surface. During the design process, detention volumes and Low Impact Development (LID) strategies are selected and incorporated into project plans. The Department of Utilities will evaluate any selected LID measures and determine an adjusted required detention volume. A final stormwater drainage study is required to be approved by the Department of Utilities before approval of the final subdivision map and issuance of building permits. Mitigation Measure 4.8-1 implements HYD-1 by requiring preparation of final drainage plans and an Operational Pollutant Source Control Program that incorporate site-specific stormwater best management practices (BMPs) and ensure stormwater run-off and other surface drainage is directed into an adequate on-site system or into a municipal system with capacity to accept the project drainage. See Section 4.8 of the EIR for</p>

**Table O-1
MTP/SCS Programmatic Mitigation Measures**

Mitigation Measure	Discussion
	details.
<p>Mitigation Measure HYD-2: Use best management practices to treat water quality.</p> <p>The implementing agency should require the use of BMPs or equivalent measures to treat water quality at on-site basins, prior to leaving the project site, and/or at the municipal system as necessary to achieve local or other applicable standards. This should be demonstrated by requiring consistency with local standards and practices for water quality control and management of erosion and sedimentation, and/or other applicable standards, including the CBC and UBC regulations and guidelines and/or local NPDES. Implementation of Mitigation Measure GEO-1 will also help mitigate this impact.</p>	<p>As described in detail in Section 4.8 of this EIR (Hydrology and Water Quality), the project applicant is also required to submit a final drainage plan and pollutant source control program to the City, which is required to include finalized BMPs and detention-facility locations that include a defined maintenance program. Prior to construction and ground disturbing activities, the project applicant will also prepare a pollutant source control program for the project's operational phase to control water quality pollutants on the project site. Projects in the City of Sacramento are required to implement a storm water pollution prevention plan that includes water quality, hazardous materials, and sediment control measures, and BMPs as set forth in the Stormwater Quality Design Manual for the Sacramento and South Placer Regions.</p> <p>This EIR includes Mitigation Measure 4.8-1, which requires NPDES permit compliance, and Mitigation Measure 4.8-2, which requires a drainage plan and pollutant source control program. These mitigation measures implement Mitigation Measure HYD-2, as revised for applicability to site-specific conditions. See also discussion above related to Mitigation Measure GEO-1.</p>
<p>Mitigation Measure HYD-3: Implement Mitigation Measure GEO-1 (Reduce soil erosion and loss of topsoil through erosion control mitigation and SWPPP).</p>	<p>See discussion related to Mitigation Measure GEO-1.</p>
<p>Mitigation Measure HYD-4: Conduct hydrology studies for projects in floodplains.</p> <p>The implementing agency should conduct or require project-specific hydrology studies for projects proposed to be constructed within floodplains to demonstrate compliance with applicable federal, state, and local agency flood-control regulations. These studies should identify project design features or mitigation measures that reduce impacts to either floodplains or flood flows to a less than significant level. For the purposes of this mitigation, less than significant means consistent with federal, state, and local regulations and laws related to development in the floodplain.</p>	<p>The project site is not located in a flood hazard area. As detailed in Section 4.8 of this EIR (Hydrology and Water Quality), the proposed project is located within a 100-year floodplain protected by levees.</p> <p>A regional flood management plan for the Sacramento North/Delta North area is currently being prepared. Projects that would improve flood control in the region will be identified and ranked in the plan. In addition, the passage of Senate Bill 5 effectively set a higher flood protection threshold for development in urban areas by requiring a minimum of 200-year protection by 2025. The City must have a plan in place to achieve 200-year protection by July 2016, as required by the Department of Water Resources. Mitigation Measure 4.8-2 requires a final drainage plan in compliance with applicable design standards. This mitigation implements relevant portions of Mitigation Measure HYD-4.</p>
<p>Mitigation Measure HYD-5: Implement Mitigation Measure PS-1.</p>	<p>See discussion related to Mitigation Measure PS-1.</p>

**Table O-1
MTP/SCS Programmatic Mitigation Measures**

Mitigation Measure	Discussion
<p>Mitigation Measure HYD-6: In areas of existing or potential future land subsidence due to groundwater pumping, establish cooperative regional relationships to define and manage sustainable yield.</p> <p>Implementing agencies should establish cooperative regional relationships to define and manage sustainable yield in areas of existing or potential future land subsidence due to groundwater pumping. At a minimum this effort should involve the following:</p> <ol style="list-style-type: none"> 1. regional coordination and cooperative agreements within groundwater basins to study and define sustainable yield, undertake regular monitoring, and reach agreement regarding management of groundwater withdrawal pursuant to sustainable yield objectives; 2. development and implementation of recharge programs in areas where land subsidence is, or is likely to become, a problem; 3. cooperate regionally to consider use of surface water resources; and 4. ensure that new land uses do not exacerbate the potential for land subsidence, and strive to avoid increase in subsidence. 	<p>This mitigation is not directed to project applicants, but presumably local government agencies.</p> <p>However, as detailed in Section 4.5 of this EIR (Geology and Soils), subsidence has been observed in the City (specifically in downtown Sacramento). As part of the construction permitting process, the City requires completed reports of soil conditions at the construction site to identify potentially unsuitable soil conditions, including subsidence measures to eliminate unstable soil conditions based on a site-specific investigation. Design of foundations and excavation-wall support must conform to the requirements contained in the California Building Standards Code. The project applicant has prepared a Geotechnical Report to determine the soil conditions and provides recommendations to address any potentially unstable conditions. Mitigation Measure 4.5-2 in this EIR requires a final, design-level geotechnical report for the proposed facilities and implementation of recommendations to address site-specific soil conditions.</p>
Chapter 13: Noise	
<p>Mitigation Measure NOI-1: Employ measures to reduce noise from new land uses and transportation projects.</p> <p>For projects that have not undergone previous noise study and that exceed acceptable noise thresholds, the implementing agency should conduct a project-level evaluation of noise impacts in accordance with applicable federal, state, and local noise standards. Where significant impacts are identified, mitigation measures should be implemented, where feasible, to reduce noise to be in compliance with applicable noise standards. Measurements that can be implemented include but are not limited to:</p> <ul style="list-style-type: none"> • constructing barriers in the form of sound walls or earth berms to attenuate noise at adjacent residences; • using land use planning measures, such as zoning, restrictions on development, site design, and buffers to ensure that future development is compatible with adjacent transportation facilities and land uses; • constructing roadways so that they are depressed below-grade of the existing sensitive land uses to create an effective barrier between new roadway lanes, roadways, rail lines, transit centers, park-n-ride lots, and other new noise generating facilities; • maximizing the distance between noise-sensitive land uses and new noise-generating facilities and transportation systems; 	<p>The project would not result in operational noise impacts that would exceed applicable City of Sacramento standards. As detailed in Section 4.9 of this EIR (Noise and Vibration), noise and vibration analysis consistent with MTP/SCS EIR Mitigation Measure NOI-1 has been conducted to support this EIR. Preparation of this EIR and the project-specific analysis conducted as part of the EIR satisfy the requirements of this mitigation measure. Mitigation is not necessary to address operational impact associated with implementation of the project. Therefore, this mitigation measure will not be included in the MMRP prepared for the proposed project because it has been satisfied and no further actions or monitoring relating to this mitigation measure is necessary.</p>

**Table O-1
MTP/SCS Programmatic Mitigation Measures**

Mitigation Measure	Discussion
<ul style="list-style-type: none"> • improving the acoustical insulation of dwelling units where setbacks and sound barriers do not sufficiently reduce noise; and • using rubberized asphalt or “quiet pavement” to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where re-pavement is planned. 	
<p>Mitigation Measure NOI-2: Employ vibration-reducing measures on new and expanded rail systems.</p> <p>The implementing agency should undertake a detailed evaluation of vibration and groundborne noise impacts and identify project-specific mitigation measures, as necessary to reduce vibration to a level that is in compliance with applicable local standards or FTA standards. The following are measures that may be implemented to minimize the effects of vibration and groundborne noise from rail operations:</p> <ul style="list-style-type: none"> • Comply with all applicable local vibration and groundborne noise standards, or in the absence of such local standards, comply with FTA vibration and groundborne noise standards. Methods that can be implemented to reduce vibration and groundborne noise impacts include but are not limited to: <ul style="list-style-type: none"> ○ maximizing the distance between tracks and sensitive uses; ○ conducting rail grinding on a regular basis to keep tracks smooth; ○ conducting wheel truing to re-contour wheels to provide a smooth running surface and removing wheel flats; ○ providing special track support systems such as floating slabs, resiliently supported ties, high-resilience fasteners, and ballast mats; and ○ implementing operational changes such as limiting train speed and reducing nighttime operations. 	<p>CEQA only requires mitigation measures to be adopted to address potentially significant impacts. The proposed project does not propose expansion of rail systems. Therefore, this mitigation measure is not applicable to the proposed project.</p>
<p>Mitigation Measure NOI-3: Reduce noise, vibration, and groundborne noise generated by construction activities.</p> <p>The implementing agency should reduce noise, vibration, and groundborne noise generate by construction activities by taking the following (or equivalent) actions:</p> <ul style="list-style-type: none"> • restrict construction activities to permitted hours in accordance with local jurisdiction regulations; • properly maintain construction equipment and outfit construction equipment with the best available noise suppression devices (e.g., mufflers, silencers, wraps); • prohibit idling of construction equipment for extended periods of time in the vicinity of sensitive receptors; • locate stationary equipment such as generators, compressors, rock 	<p>As detailed in Section 4.9 of this EIR (Noise and Vibration), project-specific mitigation measures consistent with the recommendations in Mitigation Measure NOI-3 have been incorporated into Mitigation Measures 4.9-3a and 4.9-3b in this EIR to reduce impacts related to construction noise and vibration. Mitigation Measures 4.9-3a and 4.9-3b implement Mitigation Measure NOI-3 by limiting construction hours, requiring quiet pile-driving where necessary to meet relevant performance standards, minimizing idling of equipment, and locating stationary equipment away from noise-sensitive uses on-site. See Section 4.9 for more detail.</p>

**Table O-1
MTP/SCS Programmatic Mitigation Measures**

Mitigation Measure	Discussion
<p>crushers, and cement mixers as far from sensitive receptors as possible; and</p> <ul style="list-style-type: none"> • predrill pile holes to the maximum feasible depth, provided that pile driving is necessary for construction. 	
Chapter 15: Public Services and Recreation	
<p>Mitigation Measure PS-1: Ensure adequate public services and utilities will be available to satisfy levels identified in local general plans or service master plans.</p> <p>The implementing agency should ensure that public services and utilities will be available to meet or satisfy levels identified in the applicable local general plan or service master plan. This shall be documented in the form of a capacity analysis or provider will-serve letter.</p>	<p>As detailed in Section 4.12 (Utilities and Service Systems) and Section 4.10 of this EIR (Public Services and Recreation), the City requires demonstration of adequate public services and utilities prior to project approval in the form of new facilities or the dedication of facilities to meet City standards, payment of fees designed to ensure adequate provision of public services and utilities, or other means. Consistent with Mitigation Measure PS-1, the EIR evaluates capacity for public services as relevant to the project. The project would be required to meet the City’s Parkland Dedication and Park Development Impact Fee requirements. As noted in Section 4.10, the California Legislature has declared that the school impact fee is adequate mitigation under CEQA (California Government Code Section 65996). Therefore, this mitigation measure will not be included in the MMRP prepared for the proposed project because it has been satisfied and no further actions or monitoring relating to this mitigation measure is necessary.</p>
Chapter 16: Transportation	
<p>Mitigation Measure TRN–1: Implement transportation demand management and investment strategies to reduce congested vehicle miles traveled (C-VMT).</p> <p>In order to reduce the impact of congested vehicle miles traveled (C-VMT) in Developing Communities, one or more of the following transportation demand management and investment strategies should be considered for implementation in these areas.</p> <ul style="list-style-type: none"> • Promote ride sharing programs by methods that may include designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading and waiting areas for ride sharing vehicles; • Provide public transit incentives such as free or low-cost monthly transit passes; • Incorporate bicycle lanes and routes into street systems, new subdivisions, and large developments; • Incorporate Neighborhood Electric Vehicle (NEV) lanes and supportive design features into street systems, new subdivisions, and large developments; Incorporate bicycle-friendly intersections into street design; • For commercial projects, provide adequate bicycle parking near building 	<p>The MTP/SCS Program EIR evaluates programmatic impacts both regionally and within various sub-regions. The proposed project is located in the overlapping “Center and Corridor Communities” and “Sacramento County TPA” sub-regions. The MTP/SCS Program EIR does not conclude this mitigation measure is required to address impacts in either the “Center and Corridor Communities” or “Sacramento County TPA” sub-regions.</p>

**Table O-1
MTP/SCS Programmatic Mitigation Measures**

Mitigation Measure	Discussion
<p>entrances to promote cyclist safety, security, and convenience. For large employers, provide facilities that encourage bicycle commuting, including, for example, locked bicycle storage or covered or indoor bicycle parking;</p> <ul style="list-style-type: none"> • Create walking paths in the location of schools, parks and other destination points; • Work with the school district to create and expand school bus services; • Institute a telecommute work program. Provide information, training, and incentives to encourage participation; • Create unique transportation incentives such as free bikes or carpool concierge services. 	
<p>Mitigation Measure TRN–2: Strategies to support the movement of agricultural products on rural roadways near growth areas.</p> <p>In order to reduce the impacts to the movement of agricultural products on rural roadways related to land use and transportation changes from the implementation of the proposed MTP/SCS, one or more of the following measures should be implemented by local agencies for new growth in Developing Communities or Rural Residential Communities.</p> <ul style="list-style-type: none"> • Consider access needs for agricultural uses in the site design and phasing of development adjacent to rural roads. Balancing the needs from increased passenger vehicle travel in Developing Communities with the preservation of key access points for trucks and agricultural equipment can increase safe and efficient agricultural operations. • Prioritize safety and design improvements along rural roadways that are important farm-to-market routes and projected to accommodate future traffic increases from growth in Developing Communities and Rural Residential areas. Focusing available local funding on improvements to make these roadways consistent with local design standards (such as horizontal curvature, site distance, etc.) improves safety and reduces friction between agricultural operations, trucks, and passenger vehicles on the corridors with the greatest need. • Reduce the growth in passenger vehicle miles traveled (VMT) in Developing Communities and Rural Residential areas through increased local investments in transit and non-motorized improvements. Implementing transportation demand management strategies identified in Mitigation Measure TRN 2-1 that divert some single occupancy auto trips to alternative modes reduces friction with travel for agricultural operations along rural roadways. 	<p>The MTP/SCS Program EIR evaluates programmatic impacts both regionally and within various sub-regions. The proposed project is located in the overlapping “Center and Corridor Communities” and “Sacramento County TPA” sub-regions. The MTP/SCS Program EIR does not conclude this mitigation measure is required to address impacts in either the “Center and Corridor Communities” or “Sacramento County TPA” sub-regions.</p>
<p>Mitigation Measure TRN–3: Apply best practice strategies to reduce the localized impact from construction activities on the transportation system.</p>	<p>As discussed in Section 4.11 of this EIR (Transportation/Traffic), the City requires development projects prepare traffic management plans for</p>

**Table O-1
MTP/SCS Programmatic Mitigation Measures**

Mitigation Measure	Discussion
<p>The implementing agency should implement some or all of the following strategies in order to reduce the localized transportation system impacts from construction activities.</p> <ul style="list-style-type: none"> • Apply special construction techniques (e.g., directional drilling or night construction) to minimize impacts to traffic flow and provide adequate access to important destinations in the area. • Develop circulation and detour plans to minimize impacts to local street impacts from construction activity on nearby major arterials. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone. • Establish truck “usage” routes that minimize truck traffic on local roadways to the extent possible. • Schedule truck trips outside of peak morning and evening commute hours. Limit the number of lane closures during peak hours to the extent possible. • Identify detours for bicycles and pedestrians in all areas potentially affected by project construction and provide adequate signage to mark these routes. • Install traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones. • Develop and implement access plans for potentially impacted local services such as police and fire stations, transit stations, hospitals, schools and parks. The access plans should be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions should be asked to identify detours for emergency vehicles, which will then be posted by the contractor. • Store construction materials only in designated areas that minimize impacts to nearby roadways. • Coordinate with local transit agencies for temporary relocation of routes or bus stops in works zones, as necessary. 	<p>construction activities, as required by Section 12.20.020 of the Sacramento City Code. The City requires that the traffic control plan illustrate the location of the proposed work area; provide a diagram showing the location of areas where the public right-of-way would be closed or obstructed and the placement of traffic control devices necessary to perform the work; show the proposed phases of traffic control; and identify the time periods when traffic control would be in effect and the time periods when work would prohibit access to private property from a public right-of-way. The plan may be modified by the City at any time in order to eliminate or avoid traffic conditions that are hazardous to the safety of the public. The project includes preparation of a traffic control plan in compliance with this requirement (see Mitigation Measure 4.11-5).</p>
Chapter 17: Utilities and Service Systems	
Mitigation Measure USS-1: Implement Mitigation Measure PS-1.	See discussion related to Mitigation Measure PS-1.
Mitigation Measure USS-2: Implement Mitigation Measure PS-1.	See discussion related to Mitigation Measure PS-1.
<p>Mitigation Measure USS-3: Perform Project-Level Environmental Review for New Wastewater Treatment Plants, Landfills, and Similar Large Utility Facilities.</p> <p>The implementing agency should undertake project-level review as necessary to provide CEQA clearance for new wastewater treatment plants, landfills, and similar large utility facilities.</p>	<p>The proposed project does not propose new wastewater treatment plants, landfills, or other similar utility facilities. Therefore, this mitigation measure is not applicable to the proposed project.</p>

**Table O-2
2030 General Plan Master EIR Mitigation Measures and Mitigating Policies**

Mitigation Measure or Mitigating Policy	Discussion
Chapter 6.1: Air Quality – General Plan Mitigating Policies Identified to Address Potential Air Quality Impacts Associated with Development within the City	
ER 6.1.1 - Maintain Ambient Air Quality Standards. The City shall work with the California Air Resources Board and the Sacramento Metropolitan Air Quality Management District (SMAQMD) to meet State and Federal ambient air quality standards.	This programmatic policy is not directly applicable to the proposed project. However, as discussed further in Section 4.2 of this EIR (Air Quality), the proposed project complies with all state and federal ambient air quality standards.
ER 6.1.2 - New Development. The City shall review proposed development projects to ensure projects incorporate feasible measures that reduce construction and operational emissions for reactive organic gases, nitrogen oxides and particulate matter (PM10 and PM2.5) through project design.	As detailed in Section 4.2 of this EIR (Air Quality), the project does not have significant operational air quality impacts. The project is located and designed to minimize air pollutant emissions, however. The project site is in an area with public transit and relatively compact and mixed-use development. In such areas, transportation by means other than a car is more practical. Since transportation is the leading source of ozone precursor emissions, this is important for reducing air pollutant emissions impacts. This policy applies to the City and the City has reviewed the project relative to construction-related and operational emissions as a part of the development of this EIR. Mitigation is incorporated to address construction-related air pollutant emissions (Mitigation Measure 4.2-1).
ER 6.1.3 - Emissions Reduction. The City shall require development projects that exceed SMAQMD ROG and NOx operational thresholds to incorporate design or operational features that reduce emissions equal to 15 percent from the level that would be produced by an unmitigated project.	As described in Section 4.2 of this EIR (Air Quality), the project would not exceed any relevant Air District thresholds.
ER 6.1.4 - Protect all Residents Equally. The City shall ensure that all land use decisions are made in an equitable fashion in order to protect residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location, from the health effects of air pollution.	This policy is directed to the City, not to new development. As detailed in Section 4.2 of this EIR, the project is not located adjacent to sources of toxic air contaminants.
ER 6.1.5 - Development near TAC Sources. The City shall ensure that new development with sensitive uses located adjacent to toxic air contaminant sources, as identified by the California Air Resources Board (CARB), minimizes potential health risks. In its review of these new development projects, the City shall consider current guidance provided by and consult with CARB and SMAQMD.	As detailed in Section 4.2 of this EIR, the project is not located adjacent to sources of toxic air contaminants and would not represent a source of toxic air contaminants.
ER 6.1.11 - Coordination with SMAQMD. The City shall coordinate with SMAQMD to ensure projects incorporate feasible mitigation measures if not already provided for through project design.	As detailed in Section 4.2 of this EIR, the analysis and thresholds used in the air quality analysis are consistent with recommendations from the Air District.
ER 6.1.12 - Reduced Emissions for City Operations. The City shall promote reduced idling, trip reduction, routing for efficiency, and the use of public	This policy is directed to the City, not to new development. As demonstrated in Section 4.2 of this EIR, "Air Quality," the project would have less-than-significant

**Table O-2
2030 General Plan Master EIR Mitigation Measures and Mitigating Policies**

Mitigation Measure or Mitigating Policy	Discussion
transportation, carpooling, and alternate modes of transportation to for operating departments within the City.	impacts related to operational phases.
ER 6.1.13 - Fleet Operations. The City shall continue to purchase low-emission vehicles for the City's fleet and to use available clean fuel sources for trucks and heavy equipment.	This policy is directed to the City, not to new development.
ER 6.1.14 - Zero-Emission and Low-Emission Vehicle Use. The City shall encourage the use of zero-emission vehicles, low-emission vehicles, bicycles and other non-motorized vehicles, and car-sharing programs by requiring sufficient and convenient infrastructure and parking facilities in residential developments and employment centers to accommodate these vehicles.	This policy is directed to the City, not to new development. However, the project will be required to comply with provisions of the City's Planning and Development Code related to vehicular and bicycle parking facilities.
ER 6.1.15 - Preference for Reduced Emission Equipment. The City shall give preference to contractors using reduced-emission equipment for City construction projects and contracts for services (e.g., garbage collection), as well as businesses which practice sustainable operations.	This policy is directed to the City, not to new development.
ER 6.1.16 - Transportation Systems Management and Trip Reduction. The City shall encourage all City employees to use means other than a single occupant vehicle for their daily work commute.	This policy is directed to the City, not to new development.
ER 6.1.17 - Wood Stove/Fireplace Replacement. The City shall promote the replacement of non-EPA certified fireplaces and woodstoves and encourage city residents to participate in SMAQMD's Wood Stove and Wood Fireplace Change Out Incentive Program.	This policy is directed to the City, not to new development. The policy indicates that the City will promote replacement of existing fireplaces and stoves and the project does not propose wood-burning fireplaces or woodstoves. The project will, however, be required to comply with applicable regulations of the Air District related to wood stoves and fireplaces in effect at the time of construction.
ER 6.1.18 - Employer Education Programs. The City shall encourage employers to participate in SMAQMD public education programs.	This policy is directed to the City, not to new development.
ER 6.1.19 - Air Quality Education. The City shall educate the public about air quality standards, health effects, and efforts they can make to improve air quality and reduce greenhouse gas emissions in the Sacramento region.	This policy is directed to the City, not to new development.
6.2 Agricultural Resources – General Plan Mitigating Policies Identified to Address Potential Agricultural Resource Impacts Associated with Development within the City	
ER 4.2.1 - Protect Agricultural Lands. The City shall encourage infill development and compact new development within the existing urban areas in order to minimize the pressure for conversion of productive agricultural lands for urban uses.	The project is an infill project of the type intended by this policy to reduce development pressure in agricultural areas.
ER 4.2.2 - Permanent Preservation. The City shall work with the County, Natomas Basin Conservancy, and other entities to protect and permanently preserve a one mile buffer outside of the current city limits as of adoption of the General Plan to serve viable agricultural activities and as a community separator	This policy is directed to the City, not to new development. The project is in downtown Sacramento and not in an area with any farmland.

**Table O-2
2030 General Plan Master EIR Mitigation Measures and Mitigating Policies**

Mitigation Measure or Mitigating Policy	Discussion
between Sutter and Sacramento Counties and along the Sacramento River.	
ER 4.2.3 - Coordinate to Protect Farmland. The City shall continue to work with the County and other adjacent jurisdictions to implement existing conservation plans to preserve prime farmland and critical habitat outside of the city.	This policy is directed to the City, not to new development. The project is in downtown Sacramento and not in an area with any farmland.
ER 4.2.4 - Development Adjacent to Agriculture. The City shall require open space or other appropriate buffers for new development abutting agricultural areas to protect the viability of existing agricultural operations outside of the city and to ensure compatibility of uses with residents in adjacent areas.	This policy is directed to the City, not to new development. The project is in downtown Sacramento and not in an area with any farmland.
ER 4.2.5 - Homeowner Notification. The City shall require that purchasers of homes located in the vicinity of agricultural operations be provided notification of such activities by way of their deeds and/or escrow documentation.	This policy is directed to the City, not to new development. The project is in downtown Sacramento and not in an area with any farmland.
ER 4.1.2 - Community and Rooftop Gardens. The City shall support community and rooftop gardens and recognize their value in providing fresh food in urban areas in addition to their recreational, community building, landscaping, and educational value.	This policy is directed to the City, not to new development.
6.3 Biological Resources – General Plan Mitigating Policies Identified to Address Potential Biological Resource Impacts Associated with Development within the City	
ER 1.1.1 - Conservation of Open Space Areas. The City shall conserve and where feasible create or restore areas that provide important water quality benefits such as riparian corridors, buffer zones, wetlands, undeveloped open space areas, levees, and drainage canals for the purpose of protecting water resources in the City’s watershed, creeks, and the Sacramento and American rivers.	This policy is directed to the City, not to new development. As detailed in Section 4.3 of this EIR (Biological Resources), none of the referenced resources are on-site.
ER 1.1.2 - Regional Planning. The City shall continue to work with local, State, and Federal agencies and private watershed organizations to improve water quality.	This policy is directed to the City, not to new development.
ER 1.1.3 - Stormwater Quality. The City shall control sources of pollutants and improve and maintain urban runoff water quality through storm water protection measures consistent with the City’s National Pollution Discharge Elimination System (NPDES) Permit.	As detailed in Section 4.8 of this EIR (Hydrology and Water Quality), Mitigation Measures 4.8-1 and 4.8-2, consistent with this policy, require the project applicant to prepare and implement a SWPPP in compliance with the City’s NPDES permit and to implement BMPs designed to reduce erosion. In order to obtain coverage under the SWRCB’s Construction General Permit (NPDES No. CAS000002 Order No. 2009-0009-DWQ), the project would require preparation and submittal of a project-specific SWPPP at the time the notice of intent to discharge is filed. The project would also require erosion and sediment control and engineering plans and specifications for pollution prevention, which are designed to identify effective sediment control measures for both construction and operational phases of the project, based on site-specific characteristics.

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Mitigation Measure or Mitigating Policy	Discussion
ER 1.1.4 - New Development. The City shall require new development to protect the quality of water bodies and natural drainage systems through site design, source controls, storm water treatment, runoff reduction measures, best management practices (BMPs) and Low Impact Development (LID), and hydromodification strategies consistent with the city's NPDES Permit.	See discussion above related to Policy ER 1.1.3.
ER 1.1.5 - No Net Increase. The City shall require all new development to contribute no net increase in stormwater runoff peak flows over existing conditions associated with a 100-year storm event.	Mitigation Measures 4.8-1 and 4.8-2 implement Policy ER 1.1.5 by ensuring the proposed project complies with the City's no net increase policy.
ER 1.1.6 - Post-Development Runoff. The City shall impose requirements to control the volume, frequency, duration, and peak flow rates and velocities of runoff from development projects to prevent or reduce downstream erosion and protect stream habitat.	Mitigation Measures 4.8-1 and 4.8-2 implement Policy ER 1.1.6 by requiring project-specific design standards to be used to address stormwater runoff.
ER 1.1.7 - Construction Site Impacts. The City shall minimize disturbances of natural water bodies and natural drainage systems caused by development, implement measures to protect areas from erosion and sediment loss, and continue to require construction contractors to comply with the City's erosion and sediment control ordinance and stormwater management and discharge control ordinances.	See discussion above related to Policy ER 1.1.3.
ER 1.1.8 - Watershed Education. The City shall implement watershed awareness and water quality educational programs for City staff, community groups, the public, and other appropriate groups.	This policy is directed to the City, not to new development.
PHS 3.1.1 - Investigate Sites for Contamination. The City shall ensure buildings and sites are investigated for the presence of hazardous materials and/or waste contamination before development for which city discretionary approval is required. The City shall ensure appropriate measures are taken to protect the health and safety of all possible users and adjacent properties.	As detailed in Section 4.7 of this EIR (Hazards and Hazardous Materials), this EIR includes research and analysis related to the presences of hazardous materials and waste contamination and mitigation to address discovery of unknown on-site hazards. A Phase I Environmental Site Assessment was prepared to support this EIR (see Appendix K of the EIR).
PHS 3.1.2 - Hazardous Material Contamination Management Plan. The City shall require that property owners of known contaminated sites work with Sacramento County, the State and/or Federal agencies to develop and implement a plan to investigate and manage sites that contain or have the potential to contain hazardous materials contamination that may present an adverse human health or environmental risk.	As detailed in Section 4.7 of this EIR (Hazards and Hazardous Materials), the project site is not a known contaminated site.
PHS 3.1.3 - Household Hazardous Waste Collection Programs. The City shall continue to provide household hazardous waste collection programs to encourage proper disposal of products containing hazardous materials or hazardous wastes.	This policy applies to the City, not the project.
PHS 3.1.4 - Transportation Routes. The City shall restrict transport of hazardous materials within Sacramento to designated routes.	This policy applies to the City, not the project. Transport of hazardous waste will be restricted by the City, including relevant restrictions in the vicinity of the

**Table O-2
2030 General Plan Master EIR Mitigation Measures and Mitigating Policies**

Mitigation Measure or Mitigating Policy	Discussion
	project site.
PHS 3.1.5 - Clean Industries. The City shall strive to maintain existing clean industries in the city and discourage the expansion of businesses, with the exception of health care and related medical facilities, that require on-site treatment of hazardous industrial waste.	This policy applies to the City, not the project.
PHS 3.1.6 - Compatibility with Hazardous Materials Facilities. The City shall ensure that future development of treatment, storage, or disposal facilities is consistent with the County's Hazardous Waste Management Plan, and that land uses near these facilities, or proposed sites for the storage or use of hazardous materials, are compatible with their operation.	The project does not propose treatment, storage, or disposal facilities.
PHS 3.1.7 - Education. The City shall continue to educate residents and businesses on how to reduce or eliminate the use of hazardous materials and products, and shall encourage the use of safer, non-toxic, environmentally-friendly equivalents.	This policy applies to the City, not the project.
ER 2.1.1 - Resource Preservation. The City shall encourage new development to preserve onsite natural elements that contribute to the community's native plant and wildlife species value and to its aesthetic character.	As detailed in Section 4.3 of this EIR (Biological Resources), vegetation on the project site is comprised entirely of ornamental landscaping and does not include any native plant communities or natural habitats. In general, urban landscapes typically provide low-value habitat for most wildlife species because of an overall lack of vegetative cover and high levels of human disturbance. The project proposes to remove approximately 142,410 square feet of canopy. As illustrated in the arborist report, the proposed project's landscape plan includes planting a minimum of 247 trees (Appendix M, page 19). Including only trees proposed to be retained on-site (92) and new ground-level trees (147), at 10 years after installation of project landscaping the tree canopy cover on the project site would be approximately 155,811 square feet (roughly 62 percent of the existing coverage) and at 25 years would increase to 251,699 square feet (roughly a 2 percent increase over existing canopy coverage).
ER 2.1.2 - Conservation of Open Space. The City shall continue to preserve, protect, and provide access to, designated open space areas along the American and Sacramento Rivers, floodways, and undevelopable floodplains.	This policy is directed to the City, not to new development and the project site does not include the areas mentioned in the policy. Please see also the discussion above related to Policy ER 2.1.1.
ER 2.1.4 - Retain Habitat Areas. The City shall retain plant and wildlife habitat areas where there are known sensitive resources (e.g., sensitive habitats, special-status, threatened, endangered, candidate species, and species of concern). Particular attention shall be focused on retaining habitat areas that are contiguous with other existing natural areas and/or wildlife movement corridors.	See discussion related to Policy ER 2.1.1.
ER 2.1.5 - Riparian Habitat Integrity. The City shall preserve the ecological integrity of creek corridors, canals, and drainage ditches that support riparian resources by preserving native plants and, to the extent feasible, removing invasive, non-native plants. If not feasible, the mitigation of all adverse impacts	The project site is a developed urban site that does not have the biological resources addressed in this policy.

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2030 General Plan Master EIR Mitigation Measures and Mitigating Policies**

Mitigation Measure or Mitigating Policy	Discussion
on riparian habitat shall be mitigated by the preservation and/or restoration of this habitat at a 1:1 ratio, in perpetuity.	
ER 2.1.6 - Wetland Protection. The City shall preserve and protect wetland resources including creeks, rivers, ponds, marshes, vernal pools, and other seasonal wetlands, to the extent feasible. If not feasible, the mitigation of all adverse impacts on wetland resources shall be required in compliance with State and Federal regulations protecting wetland resources, and if applicable, threatened or endangered species. Additionally, the City shall require either on- or off-site permanent preservation of an equivalent amount of wetland habitat to ensure no-net-loss of value and/or function.	The project site is a developed urban site that does not have the biological resources addressed in this policy.
ER 2.1.7 - Annual Grasslands. The City shall preserve and protect grasslands and vernal pools that provide habitat for rare and endangered species. If not feasible, the mitigation of all adverse impacts on annual grasslands shall comply with State and Federal regulations protecting foraging habitat for those species known to utilize this habitat.	The project site is a developed urban site that does not have the biological resources addressed in this policy.
ER 2.1.8 - Oak Woodlands. The City shall preserve and protect oak woodlands, and/or significant stands of oak trees in the city that provide habitat for common native, and special-status wildlife species. If not feasible, the mitigation of all adverse impacts on oak woodlands shall comply with the standards of the Oak Woodlands Conservation Act.	The project site is a developed urban site that does not have the biological resources addressed in this policy.
ER 2.1.9 - Wildlife Corridors. The City shall preserve, protect, and avoid impacts to wildlife corridors. If corridors are adversely affected, damaged habitat shall be replaced with habitat of equivalent value.	The project site is a developed urban site that does not have the biological resources addressed in this policy.
ER 2.1.10 - Habitat Assessments. The City shall consider the potential impact on sensitive plants for each project requiring discretionary approval and shall require preconstruction surveys and/or habitat assessments for sensitive plant and wildlife species. If the preconstruction survey and/or habitat assessment determines that suitable habitat for sensitive plant and/or wildlife species is present, then either (1) protocol-level or industry-recognized (if no protocol has been established) surveys shall be conducted; or (2) presence of the species shall be assumed to occur in suitable habitat on the project site. Survey Reports shall be prepared and submitted to the City and the CDFG or USFWS (depending on the species) for further consultation and development of avoidance and/or mitigation measures consistent with state and federal law.	As detailed in Section 4.3 of this EIR (Biological Resources), a biological resources assessment has been conducted consistent with Policy ER 2.1.10, along with an arborist report, and project-specific mitigation has is implemented to avoid significant impacts to special-status wildlife species (see Mitigation Measures 4.3-1a and 4.3-1b). Mitigation in this EIR references relevant resource agency guidance for pre-construction surveys.
ER 2.1.11 - Agency Coordination. The City shall coordinate with State and Federal resource agencies (e.g., California Department of Fish and Game (CDFG), U.S. Army Corps of Engineers, and United States Fish and Wildlife Serve (USFWS)) to protect areas containing rare or endangered species of plants and animals.	The SCEA and EIR for the proposed project were circulated among public agencies, including resource agencies. The proposed project has been analyzed to address potential protected species and Mitigation Measures 4.3-1a and 4.3-1b have been developed, consistent with state and federal guidance, to address biological resources.

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2030 General Plan Master EIR Mitigation Measures and Mitigating Policies**

Mitigation Measure or Mitigating Policy	Discussion
ER 2.1.12 - Natomas Basin Habitat Conservation Plan. The City shall continue to participate in and support the policies of the Natomas Basin Habitat Conservation Plan for the protection of biological resources in the Natomas Basin.	This policy is directed to the City, not to new development. Additionally, the proposed project is not located in the Natomas Basin.
ER 2.1.13 - Support Habitat Conservation Plan Efforts. The City shall encourage and support other regional habitat conservation plans such as the South Sacramento Habitat Conservation Plan to conserve and manage habitat for special-status species.	This policy is directed to the City, not to new development.
PHS 4.1.1 - Multi-Hazard Emergency Plan. The City shall maintain and implement the Multi-Hazard Emergency Plan to address disasters such as earthquakes, flooding, dam or levee failure, hazardous material spills, epidemics, fires, extreme weather, major transportation accidents, and terrorism.	This policy is directed to the City, not to new development. The relationship between the project and emergency response plans is evaluated in Section 4.11 of this EIR.
6.4 Cultural Resources – General Plan Policies Identified to Address Potential Cultural Resource Impacts Associated with Development within the City	
HCR 1.1.1 - Certified Local Government. The City shall maintain its status as a Certified Local Government (CLG) and use CLG practices as the key components of the City’s preservation program.	This policy is directed to the City, not to new development.
HCR 1.1.2 - Preservation Office, Commission, and Program. The City shall maintain a Preservation Office, Commission, and program to administer the City’s preservation functions and programs.	This policy is directed to the City, not to new development.
HCR 2.1.1 - Identification. The City shall identify historic and cultural resources including individual properties, districts, and sites (e.g., archaeological sites) to provide adequate protection of these resources.	As a part of this EIR, cultural resources studies and surveys were prepared. This information is summarized in Section 4.4 of this EIR (Cultural Resources). Mitigation is included to ensure protection of unknown discovered archaeological sites.
HCR 2.1.2 - Applicable Laws and Regulations. The City shall ensure that City, State, and Federal historic preservation laws, regulations, and codes are implemented, including the California Historical Building Code and State laws related to archaeological resources, to ensure the adequate protection of these resources.	As a part of this EIR, the existing applicable regulatory framework was researched and described. This information is summarized in Section 4.4 of this EIR (Cultural Resources). The regulatory framework was employed in the consultation conducted for this project, along with the research and survey work, the methodology for impact analysis, and mitigation design. See Section 4.4 for details.
HCR 2.1.3 - Consultation. The City shall consult with the appropriate organizations and individuals (e.g., Information Centers of the California Historical Resources Information System (CHRIS), the Native American Heritage Commission (NAHC), and Native American groups and individuals) to minimize potential impacts to historic and cultural resources.	See Section 4.4 of this EIR (Cultural Resources), which describes the process of gathering and analyzing data collected from the North Central Information Center, the communications with the Native American Heritage Commissions, and Native American consultation.

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2030 General Plan Master EIR Mitigation Measures and Mitigating Policies**

Mitigation Measure or Mitigating Policy	Discussion
HCR 2.1.4 - Incentives and Enforcement. The City shall develop and support regulatory (e.g., appropriate development and zoning standards), technical, and financial incentives (e.g., City, State, and federal, and private grants, loans, easements, and tax credits) and enforcement programs to promote the maintenance, rehabilitation, preservation and interpretation of the city's historic and cultural resources.	This policy is directed to the City, not to new development.
HCR 2.1.5 - National, California, and Sacramento Registers. The City shall pursue eligibility and listing for qualified resources including historic districts and individual resources under the appropriate register(s).	This policy is directed to the City, not to new development. The nomination process for on-site features is described in detail in Section 4.4 of this EIR, "Cultural Resources."
HCR 2.1.6 - Planning. The City shall take historical and cultural resources into consideration in the development of planning studies and documents.	As a part of this EIR and detailed in Section 4.4 (Cultural Resources), the existing applicable regulatory framework was researched and described, the structures on-site were studied in detail by architectural historians, and the resources on-site are considered in the analysis of the project and mitigation, as well as the design and analysis of alternatives to the project.
HCR 2.1.7 - Historic Resource Property Maintenance. The City shall actively pursue maintenance and upkeep of historic resources to avoid the need for major rehabilitation and to reduce the risks of demolition, loss through fire or neglect, or impacts from natural disasters.	This policy is directed to the City, not to new development.
HCR 2.1.8 - Historic Preservation Enforcement. The City shall ensure that City enforcement procedures and activities comply with local, State, and Federal historic and cultural preservation requirements.	This policy is directed to the City, not to new development.
HCR 2.1.9 - City-Owned Resources. The City shall maintain all City-owned historic and cultural resources in a manner that is consistent with the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties.	This policy is directed to the City, not to new development.
HCR 2.1.10 - Early Consultation. The City shall minimize potential impacts to historic and cultural resources by consulting with property owners, land developers, and the building industry early in the development review process.	The proposed project reviewed historic and cultural resources including discussing issues with property owners, land developers, the building industry and others concerned as part of the environmental process. The applicant consulted with City staff regarding on-site buildings, the appropriate approach to analysis and research related to on-site buildings, retaining the Jacques Overhoff sculptural wall, and related topics.
HCR 2.1.11 - Compatibility with Historic Context. The City shall review proposed new development, alterations, and rehabilitation/remodels for compatibility with the surrounding historic context. The City shall pay special attention to the scale, massing, and relationship of proposed new development to surrounding historic resources.	As a part of this EIR, the project site and surrounding properties were evaluated for historic resources impacts. Mitigation is proposed to address significant impacts (Mitigation Measure 4.4-2: Documentation, Interpretation, Reuse, and Preservation). The EIR has implemented this policy as relevant to the proposed project. Alternatives examined in the EIR (see Chapter 5) are also designed to reduce historic impacts.
HCR 2.1.12 - Contextual Elements. The City shall promote the preservation, rehabilitation, restoration, and/or reconstruction, as appropriate, of contextual	As detailed in Section 4.4 of this EIR (Cultural Resources), the project proposes to remove structures that have been nominated to the National Register of

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2030 General Plan Master EIR Mitigation Measures and Mitigating Policies**

Mitigation Measure or Mitigating Policy	Discussion
elements (e.g., structures, landscapes, street lamps, signs) related to the historic resource.	Historic Resources. The EIR assumes the project could have significant impacts and Mitigation Measure 4.4-2 is designed to maintain some contextual elements of the project site.
HCR 2.1.13 - Adaptive Reuse. The City shall encourage the adaptive reuse of historic resources when the original use of the resource is no longer feasible.	The project proposes to keep the Capitol Towers building and Mitigation Measure 4.4-2 identifies on-site features to be retained, including the Overhoff sculptural wall.
HCR 2.1.14 - Demolition. The City shall consider demolition of historic resources as a last resort, to be permitted only if the rehabilitation of the resource is not feasible, demolition is necessary to protect the health, safety, and welfare of its residents, or the public benefits outweigh the loss of the historic resource.	See discussion related to Policy HCR 2.1.13, above. For the purposes of this policy the City Council will need to consider (1) if the site is locally historical and, if yes, (2) if public benefits of demolition outweigh the loss of the historic resource. These are policy determinations that must be made by the City Council.
HCR 2.1.15 - Archaeological Resources. The City shall develop or ensure compliance with protocols that protect or mitigate impacts to archaeological, historic, and cultural resources including prehistoric resources.	However, as a part of this EIR, the existing applicable regulatory framework was researched and described, the structures on-site were studied in detail by architectural historians and archaeologists, and the resources on-site are considered in the analysis of the project and mitigation, as well as the design and analysis of alternatives to the project.
HCR 2.1.16 - Preservation Project Review. The City shall review and evaluate proposed preservation projects and development projects involving Landmark parcels and parcels within Historic Districts based on adopted criteria and standards.	The proposed project is not a considered a preservation project or currently located within an Historic District. However, as a part of this EIR, the existing applicable regulatory framework was researched and described, the structures on-site were studied in detail by architectural historians, and the resources on-site are considered in the analysis of the project and mitigation, as well as the design and analysis of alternatives to the project.
HCR 3.1.1 - Heritage Tourism. The City shall work with agencies, organizations, property owners and business interests to develop and promote Heritage Tourism opportunities, in part as an economic development tool.	This policy is directed to the City, not to new development.
HCR 3.1.2 - Coordination with Other Entities. The City shall coordinate with and support public (e.g., SHRA), quasi-public, and private entities in their preservation programs and efforts.	This policy is directed to the City, not to new development.
HCR 3.1.3 - Public/Private Partnerships. The City shall explore public/private partnerships in its preservation program efforts, including partnerships with business and education interests, and expansion of shared missions with Sacramento Heritage, Inc.	This policy is directed to the City, not to new development.
HCR 3.1.4 - Education. The City shall act as a conduit and provide information to the public on Sacramento's historic and cultural resources and preservation programs through the region's cultural resources survey repository at the North Central Information Center, educational institutions, and the City's website in order to promote the appreciation, maintenance, rehabilitation and preservation	This policy is directed to the City, not to new development.

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2030 General Plan Master EIR Mitigation Measures and Mitigating Policies**

Mitigation Measure or Mitigating Policy	Discussion
of Sacramento's historic and cultural resources.	
<p>LU 1.1.5 - Infill Development. The City shall promote and provide incentives (e.g., focused infill planning, zoning/rezoning, revised regulations, provision of infrastructure) for infill development, redevelopment, mining reuse, and growth in existing urbanized areas to enhance community character, optimize City investments in infrastructure and community facilities, support increased transit use, promote pedestrian- and bicycle-friendly neighborhoods, increase housing diversity, ensure integrity of historic districts, and enhance retail viability.</p>	<p>The proposed project is an infill project located in Sacramento's Central City area that is served by existing infrastructure, has transit access, is in an area with nearby destinations that facilitates pedestrian and bicycle use, and that will add population to support existing and future retail development, as identified in this policy.</p>
<p>LU 2.4.2 - Responsiveness to Context. The City shall require building design that respects and responds to the local context, including use of local materials where feasible, responsiveness to Sacramento's climate, and consideration of cultural and historic context of Sacramento's neighborhoods and centers.</p>	<p>The project proposes changes to the project site that would alter the building composition, landscape, and certain views of and through the project site compared to existing conditions. The architectural design style has not been determined, but would introduce modern buildings to the site with potential materials consisting of steel, metal, glass and precast concrete panels. The massing would be broken down in size through the use of vertical and horizontal banding that would relate to scale of the existing high-rise buildings within the superblock (500 N Street, Pioneer Tower, and Capitol Towers). The intent of the tower design is to "ensure buildings are designed to Sacramento's climate and respond to the surrounding cityscape" (Appendix N, p. 59). The existing walkways on-site would be improved as East-West and North-South Promenades with a variety of climate appropriate and water efficient landscaping, as described in detail in Chapter 2 of this EIR (Project Description) and Appendix N of this EIR (PUD Guidelines, p. 14). The project site is developed and is surrounded by existing urban development, including high-rise development in downtown Sacramento. The project site would be redeveloped with higher-density urban uses, including multi-family residential uses, commercial/retail space, parking garages, and 24-story multi-family residential towers (with a hotel included under one scenario). Development of the project site would change the site's appearance as seen from nearby areas. The existing high-rise buildings located in the superblock range from 12 stories (Pioneer Towers) to 15 stories (500 N Street and Capitol Towers) and buildings surrounding the superblock range from 1 story to 26 stories. Therefore, the proposed project, including the proposed high-rise towers (24 stories) and mid-rise buildings (seven stories including podium parking) are within the range of existing building heights surrounding the project site. The proposed project requires site plan and design review by the City's Planning and Design Commission (Section 17.808 of the Planning and Development Code) and compliance with applicable design policies included in the Sacramento Central City Urban Design Guidelines. The Guidelines address potential aesthetic effects of the project related to building architecture, scale, and materials by requiring transitions in scale, design, and placement of buildings in a manner</p>

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2030 General Plan Master EIR Mitigation Measures and Mitigating Policies**

Mitigation Measure or Mitigating Policy	Discussion
	that engages the street; inclusion of landscaping and small public open spaces; integration of parking and buildings; interconnected internal circulation for vehicles, pedestrians, and bicycles; and planting of street trees that provide shade and enhance character and identity, among other requirements. As discussed in more detail in the Project Description (Chapter 2 of this EIR), the proposed project includes PUD Guidelines that establish the development framework and design guidance for the land use, circulation, infrastructure, community design, architecture, landscaping, open space, and other components of the project (see Appendix N).
EC 1.1.1 - Review Standards. The City shall regularly review and enforce all seismic and geologic safety standards and require the use of best management practices (BMPs) in site design and building construction methods.	As detailed in Section 4.5 of this EIR (Geology and Soils), the City will enforce California Building Standards Code and other regulations that are designed to reduce potential seismic risk. The state earthquake protection law requires that structures be designed to resist stresses produced by lateral forces caused by wind and earthquakes and the California Building Standards Code requires an evaluation of seismic design focused on “collapse prevention,” for the maximum level of ground shaking that could reasonably be expected to occur at a site. Mitigation Measure 4.5-2 implements this policy.
EC 1.1.2 - Geotechnical Investigations. The City shall require geotechnical investigations to determine the potential for ground rupture, earth shaking, and liquefaction due to seismic events, as well as expansive soils and subsidence problems on sites where these hazards are potentially present.	As detailed in Section 4.5 of this EIR (Geology and Soils), the project has had a geotechnical evaluation prepared to address geologic and soils constraints and seismic hazards and Mitigation Measure 4.5-2 requires a final, design-level geotechnical report prepared in accordance with generally accepted geotechnical engineering practices and implementation of recommendations from this report. Mitigation Measure 4.5-2 implements this policy in a way that is appropriate to the project and the project site.
EC 1.1.3 - Retrofit Critical Facilities. The City shall promote the upgrade, retrofitting, and/or relocation of all existing critical facilities (e.g., hospitals, schools, police stations, and fire stations) and other important public facilities that do not meet current building code standards and are within areas susceptible to seismic or geologic hazards.	This policy is directed to the City, not to new development.
ER 1.1.7 - Construction Site Impacts. The City shall minimize disturbances of natural water bodies and natural drainage systems caused by development, implement measures to protect areas from erosion and sediment loss, and continue to require construction contractors to comply with the City’s erosion and sediment control ordinance and stormwater management and discharge control ordinances.	Policy ER 1.1.7 is discussed in the context of water quality for biological resources above. Please see discussion above.
ER 5.1.1 - Mineral Resource Zones. The City shall protect lands designated MRZ-2, as mapped by the California Geological Survey, and continue to regulate activities consistent with the Surface Mining and Reclamation Act, mineral land classification information, and the California Environmental Quality Act.	As shown in Figure 6.5-3 of the 2030 General Plan Master EIR, the project site is in an area mapped as “MRZ-1,” which indicates that there is adequate information to indicate that no significant mineral deposits are present, or where it has been determined that little likelihood exists for their presence.

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Mitigation Measure or Mitigating Policy	Discussion
ER 5.1.2 - Compatible Operations. The City shall require current and future mineral extraction operations in designated MRZ-2 be compatible with and minimize impacts on adjoining uses.	See discussion related to Policy ER 5.1.1, above. The context of the previous discussion is relevant in this context, as well.
ER 5.1.3 - Ongoing Extraction Activities. The City shall continue to support ongoing environmentally-sensitive mineral extraction activities within the city until these resources are depleted or extraction is no longer economically viable.	This policy is not relevant to the proposed project.
HCR 2.1.15 - Archaeological Resources. The City shall develop or ensure compliance with protocols that protect or mitigate impacts to archaeological, historic, and cultural resources including prehistoric resources.	See discussion related to Policy HCR 2.1.15, above. The context of the previous discussion is relevant in this context, as well.
6.6 Hazards and Hazardous Materials – General Plan Mitigating Policies Identified to Address Potential Hazards and Hazardous Material Impacts Associated with Development within the City	
PHS 3.1.1 - Investigate Sites for Contamination. The City shall ensure buildings and sites are investigated for the presence of hazardous materials and/or waste contamination before development for which discretionary approval is required. The City shall ensure appropriate measures are taken to protect the health and safety of all possible users and adjacent properties.	Please see discussion above related to Policy PHS 3.1.1. The context of the previous discussion is relevant in this context, as well.
PHS 3.1.2 - Hazardous Material Contamination Management Plan. The City shall require that property owners of known contaminated sites work with Sacramento County, the State, and/or Federal agencies to develop and implement a plan to investigate and manage sites that contain or have the potential to contain hazardous materials contamination that may present an adverse human health or environmental risk.	Please see discussion above related to Policy PHS 3.1.2. The context of the previous discussion is relevant in this context, as well.
PHS 3.1.4 - Transportation Routes. The City shall restrict transport of hazardous materials within Sacramento to designated routes.	This policy is directed to the City, not to new development.
PHS 3.1.5 - Clean Industries. The City shall strive to maintain existing clean industries in the city and discourage the expansion of businesses, with the exception of health care and related medical facilities, that require on-site treatment of hazardous industrial waste.	This policy is directed to the City, not to new development.
PHS 3.1.6 - Compatibility with Hazardous Materials Facilities. The City shall ensure that future development of treatment, storage, or disposal facilities is consistent with the County’s Hazardous Waste Management Plan, and that land uses near these facilities, or proposed sites for the storage or use of hazardous materials, are compatible with their operation.	Please see discussion above related to Policy PHS 3.1.6. The context of the previous discussion is relevant in this context, as well.
PHS 4.1.1 - Multi-Hazard Emergency Plan. The City shall maintain and implement the Multi-Hazard Emergency Plan to address disasters such as	This policy is directed to the City, not to new development. The relationship between the project and emergency response plans is evaluated in Section 4.11

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Mitigation Measure or Mitigating Policy	Discussion
earthquakes, flooding, dam or levee failure, hazardous material spills, epidemics, fires, extreme weather, major transportation accidents, and terrorism.	of this EIR.
6.7 Hydrology and Water Quality – General Plan Policies Identified to Address Potential Hydrology and Water Quality Impacts Associated with Development within the City	
ER 1.1.3 - Stormwater Quality. The City shall control sources of pollutants and improve and maintain urban runoff water quality through stormwater protection measures consistent with the city’s National Pollution Discharge Elimination System (NPDES) Permit.	However, as detailed in Section 4.12 of this EIR (Utilities and Service Systems), the project requires submittal, review, and compliance with City standards for stormwater facilities. The project applicant is required to prepare a stormwater drainage study that depicts the locations and appropriate sizes of all required facilities in conjunction with other site-specific improvement plans. As described in Section 4.8 of this EIR (Hydrology and Water Quality), before the start of earthmoving activities, the project applicant is also required to submit a final drainage plan and pollutant source control program to the City demonstrating to the satisfaction of the Community Development Department that the project is in compliance with the Sacramento Stormwater Quality Partnership National Pollutant Discharge Elimination System permit and the Stormwater Quality Improvement Plan. Proposed on-site stormwater drainage systems are required to comply with the City’s Design and Procedures Manual to meet the City’s requirement of 5,000 cubic feet of detention for each additional acre of impervious surface. During the design process, detention volumes and Low Impact Development (LID) strategies are selected and incorporated into project plans. The Department of Utilities will evaluate any selected LID measures and determine an adjusted required detention volume. A final stormwater drainage study is required to be approved by the Department of Utilities before approval of the final subdivision map and issuance of building permits. Coverage under the State Water Resources Control Board’s Construction General Permit Order No. 2009-0009-DWQ and Order R5-2013-074 or an Individual National Pollutant Discharge Elimination System permit would ensure that the proposed project would not violate any waste discharge requirements, exceed water quality objectives, or result in substantial erosion or siltation during construction. Mitigation Measures 4.8-1 and 4.8-2 address this General Plan policy in a way that is appropriate for the proposed project.
ER 1.1.4 - New Development. The City shall require new development to protect the quality of water bodies and natural drainage systems through site design, source controls, storm water treatment, runoff reduction measures, best management practices (BMPs) and Low Impact Development (LID), and hydromodification strategies consistent with the city’s NPDES Permit.	See discussion above related to Policy ER 1.1.3. The context of the previous discussion is relevant in this context, as well.
ER 1.1.5 - No Net Increase. The City shall require all new development to contribute no net increase in stormwater runoff peak flows over existing	See discussion above related to Policy ER 1.1.3. The context of the previous discussion is relevant in this context, as well.

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Mitigation Measure or Mitigating Policy	Discussion
conditions associated with a 100-year storm event.	
ER 1.1.6 - Post-Development Runoff. The City shall impose requirements to control the volume, frequency, duration, and peak flow rates and velocities of runoff from development projects to prevent or reduce downstream erosion and protect stream habitat.	See discussion above related to Policy ER 1.1.3. The context of the previous discussion is relevant in this context, as well.
ER 1.1.7 - Construction Site Impacts. The City shall minimize disturbances of natural water bodies and natural drainage systems caused by development, implement measures to protect areas from erosion and sediment loss, and continue to require construction contractors to comply with the City's erosion and sediment control ordinance and stormwater management and discharge control ordinance.	See discussion above related to Policy ER 1.1.3. The context of the previous discussion is relevant in this context, as well.
ER 1.1.8 - Watershed Education. The City shall implement watershed awareness and water quality educational programs for City staff, community groups, the public, and other appropriate groups.	This policy is directed to the City, not to new development.
U 4.1.1 - Adequate Drainage Facilities. The City shall ensure that all new drainage facilities are adequately sized and constructed to accommodate stormwater runoff in urbanized areas.	See discussion above related to Policy ER 1.1.3. The context of the previous discussion is relevant in this context, as well.
U 4.1.2 - Master Planning. The City shall implement master planning programs to: Identify facilities needed to prevent 10-year event street flooding and 100-year event structure flooding, Ensure that public facilities and infrastructure are designed pursuant to approved basin master plans, and Ensure that adequate land area and any other elements are provided for facilities subject to incremental sizing (e.g., detention basins and pump stations).	This policy is directed to the City, not to new development.
U 4.1.3 - Regional Stormwater Facilities. The City shall coordinate efforts with Sacramento County and other agencies in the development of regional stormwater facilities.	This policy is directed to the City, not to new development.
U 4.1.4 - Watershed Drainage Plans. The City shall require developers to prepare watershed drainage plans for proposed developments that define needed drainage improvements per City standards, estimate construction costs for these improvements, and comply with the City's National Pollutant Discharge Elimination System (NPDES) permit.	See discussion above related to Policy ER 1.1.3. The context of the previous discussion is relevant in this context, as well.
U 4.1.5 - New Development. The City shall require proponents of new development to submit drainage studies that adhere to City stormwater design requirements and incorporate measures to prevent on- or off-site flooding.	See discussion above related to Policy ER 1.1.3. The context of the previous discussion is relevant in this context, as well.
EC 2.1.1 - Interagency Flood Management. The City shall work with local, regional, State, and Federal agencies to maintain an adequate information base, prepare risk assessments, and identify strategies to mitigate flooding impacts.	This policy is directed to the City, not to new development. Section 4.8 of this EIR evaluates flood hazards and the project would have a less-than-significant impact.

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Mitigation Measure or Mitigating Policy	Discussion
EC 2.1.2 - Interagency Levee Management. The City shall work with local, regional, State, and Federal agencies to ensure new and existing levees are adequate in providing flood protection.	This policy is directed to the City, not to new development.
EC 2.1.3 - Funding for 200-year Flood Protection. The City shall continue to cooperate with local, regional, State, and Federal agencies in securing funding to obtain the maximum level of flood protection that is practical, with a minimum goal of achieving at least 200-year flood protection as quickly as possible.	This policy is directed to the City, not to new development. Section 4.8 of this EIR evaluates flood hazards and the project would have a less-than-significant impact.
EC 2.1.4 - Floodplain Storage Maintenance. The City shall encourage the preservation of urban creeks and rivers to maintain existing floodplain storage.	The project site does not contain any creeks and the project site is not adjacent to any urban creeks.
EC 2.1.5 - Floodplain Requirements. The City shall regulate development within floodplains in accordance with State and Federal requirements and maintain the City's eligibility under the National Flood Insurance Program.	As detailed in Section 4.8 of this EIR (Hydrology and Water Quality), the proposed project is located within a 100-year floodplain protected by levees. Drainage plans be submitted demonstrating appropriate sizing of facilities and compliance with the Stormwater Quality Improvement Plan requirements for projects proposed to be constructed within floodplains to demonstrate compliance with applicable federal, State, and local agency flood-control regulations such that drainage facilities would appropriately convey and detain project-related runoff such that stormwater runoff would be treated sufficiently to maintain stormwater quality and quantity. Mitigation Measures 4.8-1 and 4.8-2 address this General Plan policy in a way that is appropriate for the proposed project.
EC 2.1.6 - New Development. The City shall require evaluation of potential flood hazards prior to approval of development projects.	See discussion related to Policy ER 2.1.5, below. The context of the referenced discussion is relevant in this context, as well.
EC 2.1.7 - Levee Setbacks for New Development. The City shall prohibit new development within a minimum distance of 50 feet from the landside toe of levees. Development may encroach within this 50-foot area provided that "oversized" levee improvements are made to the standard levee section consistent with local, regional, State and Federal standards.	The project site is not located adjacent to any levees.
EC 2.1.8 - Dedication of Levee Footprint. The City shall require new development adjacent to a levee to dedicate the levee footprint in fee to the appropriate public flood control agency.	The project site is not located adjacent to any levees.
EC 2.1.9 - Oversized Levees for Infill Development. The City shall support the construction of "oversized" levees that can increase levee stability and improve site characteristics, recreation, and river access where infill development and redevelopment occurs next to a levee.	This policy is directed to the City, not to new development.
EC 2.1.10 - Siting and Design of Critical Facilities. The City shall require that critical facilities and large public assembly facilities be located and designed to mitigate potential flood risk to ensure long term operation.	This policy is directed to the City, not to new development.
EC 2.1.11 - Levees Used to Access Developments. The City shall prohibit new	This policy is directed to the City, not to new development.

**Table O-2
2030 General Plan Master EIR Mitigation Measures and Mitigating Policies**

Mitigation Measure or Mitigating Policy	Discussion
development from using levees for primary access.	
EC 2.1.12 - Roadway Systems as Escape Routes. The City shall require that roadway systems for areas protected from flooding by levees be designed to provide multiple escape routes for residents in the event of a levee failure.	This policy is directed to the City, not to new development. Sections 4.7 and 4.11 of this EIR evaluate impacts related to emergency access and response plans.
EC 2.1.13 - Unobstructed Access to Levees. The City shall provide unobstructed access, whenever feasible, on City-owned land to levees for maintenance and emergencies and require setbacks and easements for access to levees from private property.	This policy is directed to the City, not to new development.
EC 2.1.14 - Comprehensive Flood Management Plan. The City shall maintain, implement, update, and make available to the public the Local Comprehensive Flood Management Plan.	This policy is directed to the City, not to new development. Section 4.8 of this EIR evaluates flood hazards and the project would have a less-than-significant impact
EC 2.1.15 - Flooding Evacuation and Rescue Maps. The City shall maintain, update, and make available to the public current flood evacuation and rescue maps.	This policy is directed to the City, not to new development.
EC 2.1.16 - Flood Risk Notification. The City shall annually notify owners of residential development protected from flooding by a levee and/or subject to inundation in the event of levee failure of the risk.	This policy is directed to the City, not to new development. .
6.8 Noise and Vibration – General Plan Mitigating Policies Identified to Address Potential Noise and Vibration Impacts Associated with Development within the City	
EC 3.1.1 - Exterior Noise Standards. The City shall require noise mitigation for all development where the exterior noise standards exceed those shown in Table EC 1, to the extent feasible [2030 General Plan, p. 2-338].	As illustrated in Section 4.9 of this EIR (Noise and Vibration), the proposed project would not exceed the City’s General Plan noise land use compatibility standards.
EC 3.1.2 - Exterior Incremental Noise Standards. The City shall require mitigation for all development that increases existing noise levels by more than the allowable increment as shown in Table EC 2, to the extent feasible [2030 General Plan, p. 2-339].	As illustrated in Section 4.9 of this EIR (Noise and Vibration), the proposed project would not increase noise levels during operations by more than the allowable noise increment specified in Table EC-2.
EC 3.1.3 - Interior Noise Standards. The City shall require new development to include noise mitigation to assure acceptable interior noise levels appropriate to the land use type: 45 dBA Ldn for residential, transient lodgings, hospitals, nursing homes and other uses where people normally sleep; and 45 dBA Leq (peak hour) for office buildings and similar uses.	As illustrated in Section 4.9 of this EIR (Noise and Vibration), the expected maximum interior noise levels for noise sensitive uses during operations would be below the City’s acceptable 45-dBA Ldn standard.
EC 3.1.4 - Interior Noise Review for Multiple, Loud Short-Term Events. In cases where new development is proposed in areas subject to frequent, high-noise events (such as aircraft over-flights, or train and truck pass-bys), the City shall evaluate noise impacts on any sensitive receptors from such events when considering whether to approve the development proposal, taking into account potential for sleep disturbance, undue annoyance, and interruption in	The project site is not located in an area exposed to frequent, high-noise events (such as aircraft over-flights, or train and truck pass-bys) that would result in noise levels in excess of the City’s noise standards. As illustrated in Section 4.9 of this EIR (Noise and Vibration), the proposed project would not exceed the City’s General Plan noise land use compatibility standards.

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2030 General Plan Master EIR Mitigation Measures and Mitigating Policies**

Mitigation Measure or Mitigating Policy	Discussion
conversation, to ensure that the proposed development is compatible within the context of its surroundings.	
EC 3.1.5 - Interior Vibration Standards. The City shall require construction projects anticipated to generate a significant amount of vibration to ensure acceptable interior vibration levels at nearby residential and commercial uses based on the current City or Federal Transit Administration (FTA) criteria.	As detailed in Section 4.9 of this EIR (Noise and Vibration), the project could result in vibration and Mitigation Measure 4.9-4 is included to ensure vibration levels are consistent with thresholds developed by the City.
EC 3.1.6 - Vibration Screening Distances. The City shall require new residential and commercial projects located adjacent to major freeways, hard rail lines, or light rail lines to follow the FTA screening distance criteria.	As detailed in Section 4.9 of this EIR, "Noise and Vibration," the project site is not located adjacent to substantial sources of operational vibration and does not propose uses that would be a substantial source of vibration during operation. The project site is within the screening distance for light rail and therefore the EIR provides an analysis of noise and vibration exposure related to light rail operations, consistent with the FTA guidance (FTA 2006, Table 4-1).
EC 3.1.7 - Vibration. The City shall require an assessment of the damage potential of vibration induced construction activities, highways, and rail lines in close proximity to historic buildings and archaeological sites and require all feasible mitigation measures be implemented to ensure no damage would occur.	Detailed assessment of vibration and vibration exposure was conducted to support this EIR, as detailed in Section 4.9 of this EIR (Noise and Vibration). Mitigation Measure 4.9-4 is included to ensure vibration levels are consistent with thresholds developed by the City.
EC 3.1.10 - Construction Noise. The City shall require development projects subject to discretionary approval to assess potential construction noise impacts on nearby sensitive uses and to minimize impacts on these uses to the extent feasible.	Detailed assessment of construction noise exposure was conducted to support this EIR, as detailed in Section 4.9 of this EIR (Noise and Vibration). Mitigation Measure 4.9-3 is included to reduce construction noise exposure to the extent feasible.
EC 3.1.11 - Alternatives to Sound Walls. The City shall encourage the use of design strategies and other noise reduction methods along transportation corridors in lieu of sound walls to mitigate noise impacts and enhance aesthetics.	As illustrated in Section 4.9 of this EIR (Noise and Vibration), the proposed project would not exceed the City's General Plan noise land use compatibility standards and is not located along a transportation corridor where traffic noise is a major concern. Additionally, the proposed project does not propose or require the construction of sound walls.
EC 3.1.12 - Residential Streets. The City shall discourage widening streets or converting streets to one-way in residential areas where the resulting increased traffic volumes would raise ambient noise levels.	The project does not propose street widening.
EC 3.2.1 - Land Use Compatibility. The City shall limit residential development within the 65 dBA CNEL airport noise contour, or in accordance with plans prepared by the Airport Land Use Commission, and shall only approve noise-compatible land uses.	The project site is not near any airport.
EC 3.2.2 - Hazardous Noise Protection. The City shall discourage outdoor activities or uses in areas outside the 70 dBA CNEL airport noise contour where people could be exposed to hazardous noise levels.	The project site is not near any airport.

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Mitigation Measure or Mitigating Policy	Discussion
6.9 Parks and Open Space – General Plan Mitigating Policies Identified to Address Potential Parks and Open Space Impacts Associated with Development within the City	
ERC 2.1.1 - Complete System. The City shall develop and maintain a complete system of parks and open space areas throughout Sacramento that provide opportunities for both passive and active recreation.	This policy is directed to the City, not to new development. Parks impacts are evaluated in Section 4.10 of this EIR and the project would have a less-than-significant impact.
ERC 2.2.1 - Parks and Recreation Master Plan. The City shall maintain and implement a Parks and Recreation Master Plan to carry out the goals and policies of this General Plan. All new development will be consistent with the applicable provisions of the Parks and Recreation Master Plan.	Parks impacts are evaluated in Section 4.10 of this EIR and the project would have a less-than-significant impact. The project would be required to meet the City's Parkland Dedication and Park Development Impact Fee requirements based on the dedication requirement and fee schedule in place when building permits are obtained.
ERC 2.2.2 - Timing of Services. The City shall ensure that the development of parks and community and recreation facilities and services keeps pace with development and growth within the city.	Parks impacts are evaluated in Section 4.10 of this EIR and the project would have a less-than-significant impact. The project would be required to meet the City's Parkland Dedication and Park Development Impact Fee requirements based on the dedication requirement and fee schedule in place when building permits are obtained.
ERC 2.2.3 - Service Level Goals. The City shall develop and maintain parks and recreational facilities in accordance with the goals in Table ERC 1.	See discussion below related to Policy ERC 2.2.4. The discussion in the referenced section is relevant in this context, as well. Parks impacts are evaluated in Section 4.10 of this EIR and the project would have a less-than-significant impact.
ERC 2.2.4 - Meeting Service Level Goals. The City shall require new residential development to dedicate land, pay in-lieu fees, or otherwise contribute a fair share to the acquisition and development of parks or recreation facilities to meet the service level goals in Table ERC 1. For development in urban infill areas where land dedication is not feasible, the City shall explore creative solutions in providing park and recreation facilities that reflect the unique character of the area it serves.	As detailed in Section 4.10 of this EIR (Public Services and Recreation), the Sacramento City Code provides standards and formulas for the dedication of parkland and in-lieu fees (Title 16, Chapter 16.64) and imposes a park development fee on development within the City (Title 18, Chapter 18.44) for both residential and non-residential development. Fees collected pursuant to Chapter 18.44 are used primarily to finance the construction of park and recreational facilities. The park fees are assessed on landowners who develop property to provide funds for neighborhood or community parks required to meet the needs of, and address the impacts caused by, the additional new population residing or employed on the property as a result of the development. The proposed project would be required to meet the City's parkland requirements through a combination of on-site dedication of park space, payment of in-lieu fees, private facility credits, and/or through the payment of applicable in-lieu fees, which would be used to purchase or improve park and recreational facilities. A new community plaza is planned at the corner of 7th and P streets. The project includes formal North-South Promenade, less formal East-West Promenade, a central plaza at the crossroads of both promenades, gathering nodes along these paths of travel, a community plaza on the corner of 7th and P Streets, and podium and rooftop amenity spaces. Refer to the PUD Guidelines

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Mitigation Measure or Mitigating Policy	Discussion
	for the project for more detail (Appendix N).
<p>ERC 2.2.5 - Facilities of Other Public Agencies. The City shall consider the use of other public agencies' parks and recreation facilities within and near the city to help meet community recreation needs.</p>	<p>Other publicly accessible parks and urban open spaces located near the project site include Chavez Plaza (2.5 acres); Capitol Park (40 acres), located between L, 15th, N, and 10th Streets, which is part of the California State Park system; Old Sacramento State Historic Park, and a pocket park owned by the State of California at the southwest corner of 5th and Q Streets, adjacent to the State of California Central Plant (0.1 acre). In addition, the American River Bike Trail, which extends more than 32 miles to Beal's Point at Folsom Lake and connects with several other bike trails in the region, can be accessed from the O Street Bridge, which connects to Front Street and the Riverfront Promenade less than one mile west of the project site. In addition, the Sacramento River is also a nearby amenity for fishing and boating. River access is provided at Miller Park just over a mile from the site and the Broderick Boat Ramp in West Sacramento also located within a mile of the project site.</p>
<p>ERC 2.2.6 - Public Parkland Preservation. The City shall ensure that any public parkland converted to non-recreational uses is replaced to serve the same community, consistent with California's Public Park Preservation Act of 1971 (Public Resources Code Section 5401).</p>	<p>The proposed project does not propose to convert any existing public parkland to non-recreational uses.</p>
<p>ERC 2.2.7 - Capital Investment Priorities. The City shall give priority to the following parks and recreation capital investments: Acquiring land for or constructing parks and recreation facilities where adopted Service Level Goals are not being met. Acquiring, restoring and preserving large natural areas for habitat protection and passive recreation use such as walking, hiking, and nature study. Acquiring and developing areas for recreation use and public access along the banks of the American and Sacramento Rivers. Building and improving parks and facilities to ensure safety for users and adjacent properties.</p>	<p>This policy is directed to the City, not to new development.</p>
<p>ERC 2.2.8 - High-Density High-Rise. The City shall require all large, high-density, high-rise residential projects (e.g., land use designations that include Central Business District, Urban Centers, Urban Corridors, and Urban Neighborhoods) to mitigate for the lack of private yards and access to nature through land dedication or payment of in-lieu fees for parkland and/or recreational facilities.</p>	<p>See discussion above related to Policy ERC 2.2.4. The context of the previous discussion is relevant in this context, as well.</p>
<p>ERC 2.2.11 - On-Site Facilities. The City shall promote and provide incentives such as density bonuses or increases in building height for large-scale development projects to provide on-site recreational amenities and gathering places that are available to the public.</p>	<p>See discussion above related to Policy ERC 2.2.4. The context of the previous discussion is relevant in this context, as well.</p>
<p>ERC 2.2.17 - Joint Use Facilities Co-Located. The City shall support the development of parks and recreation facilities co-located with public and private</p>	<p>This policy is directed to the City, not to new development.</p>

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Mitigation Measure or Mitigating Policy	Discussion
facilities (e.g., schools, libraries, and detention basins).	
ERC 2.2.18 - Private Commercial Recreational Facilities. The City shall encourage the development of private commercial recreational facilities to help meet recreational interests of Sacramento’s residents, workforce, and visitors.	The project proposes pools, outdoor podium areas for passive recreation, and amenities for residents and their guests that may include uses such as, a gym, spa, meeting spaces, active room, and other similar uses.
ERC 2.4.1 - Service Levels. The City shall provide 0.5 linear mile of parks/parkways and trails/bikeways per 1,000 population.	The project site is located in downtown Sacramento in an area with various parks, parkways, plazas, and trails, including Roosevelt Park (2.5 acres), Southside Park (19.5 acres), Crocker Park (3.62 acres), Chavez Plaza (2.5 acres), Capitol Park (40 acres), Old Sacramento State Historic Park, and a pocket park owned by the State of California at the southwest corner of 5th and Q Streets. The American River Bike Trail, which extends more than 32 miles to Beal’s Point at Folsom Lake and connects with several other bike trails in the region, can be accessed from the O Street Bridge, which connects to Front Street and the Riverfront Promenade less than one mile west of the project site.
ERC 2.4.2 - River Recreation. The City shall work with regional partners, state agencies, private land owners, and developers to manage, preserve, and enhance the Sacramento and American River Parkways to increase public access for active and passive recreational.	This policy is directed to the City, not to new development. The project would not affect the American or Sacramento Rivers.
ERC 2.5.1 - Multiple Tools. The City shall use a broad range of funding and economic development tools to ensure high-quality development, maintenance, and programming of the City parks and recreation system.	This policy is directed to the City, not to new development.
ERC 2.5.4 - Capital Funding. The City shall fund the costs of acquisition and development of City neighborhood and community parks and community and recreation facilities through land dedication, in lieu fees, and/or development impact fees.	See discussion above related to Policy ERC 2.2.4. The context of the previous discussion is relevant in this context, as well.
6.10 Public Services – General Plan Mitigating Policies Identified to Address Potential Public Service Impacts Associated with Development within the City	
PHS 1.1.1 - Police Master Plan. The City shall maintain and implement a Police Master Plan to address staffing and facility needs, service goals, and deployment strategies.	This policy is directed to the City, not to new development. The project was evaluated by the City relative to the ability to serve the project with existing facilities and equipment. The proposed project can be served by existing facilities and would not require additional police protection facilities or equipment. The project would not require additional police protection facilities beyond that assumed under the General Plan. See Section 4.10 of this EIR (Public Services and Recreation) for more details.
PHS 1.1.2 - Response Time Goals. The City shall strive to maintain appropriate and acceptable response times for all call priority levels in order to provide adequate police protection services for the safety of all city residents and visitors.	The project was evaluated by the City relative to the ability to serve the project with existing facilities and equipment. The proposed project can be served by existing facilities and would not require additional police protection facilities or equipment. The project would not require additional police protection facilities

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Mitigation Measure or Mitigating Policy	Discussion
	beyond that assumed under the General Plan. See Section 4.10 of this EIR (Public Services and Recreation) for more details.
PHS 1.1.3 - Staffing Standards. The City shall maintain optimum staffing levels for both sworn police officers and civilian support staff in order to provide quality police services to the community.	See discussion above related to Policy PHS 1.1.2. The context of the previous discussion is relevant in this context, as well.
PHS 1.1.4 - Timing of Services. The City shall ensure that police facilities and services will keep pace with all development and growth in the city.	See discussion above related to Policy PHS 1.1.2. The context of the previous discussion is relevant in this context, as well.
PHS 1.1.5 - Distribution of Facilities. The City shall expand the distribution of police substation type facilities to allow deployment from several smaller facilities located strategically throughout the city, and provide facilities in underserved and new growth areas in order to provide appropriate response to all city residents.	This policy is directed to the City, not to new development. See discussion above related to Policy PHS 1.1.2. The project site has existing police stations nearby.
PHS 1.1.6 - Co-Location of Facilities. The City shall seek to co-locate police facilities with other City facilities, such as fire stations to promote efficient use of space and provision of police protection services within dense, urban portions of the city.	This policy is directed to the City, not to new development. This policy is directed to the City, not to new development.
PHS 1.1.7 - Development Review. The City shall continue to include the Police Department in the review of development projects to adequately address crime and safety, and promote the implementation of Crime Prevention through Environmental Design principles.	The Police Department was included in the review of the proposed project (Sgt. Wann, pers. comm. 2014). See discussion above related to Policy PHS 1.1.2. The context of the previous discussion is relevant in this context, as well.
PHS 1.1.12 - Cooperative Delivery of Services. The City shall work with local, State, and Federal criminal justice agencies to promote regional cooperation in the delivery of services.	This policy is directed to the City, not to new development.
PHS 2.1.1 - Fire Master Plan. The City shall maintain and implement a Fire Master Plan to address staffing and facility needs and service goals.	As detailed in Section 4.10 of the EIR (Public Services and Recreation), the project was evaluated by the City relative to the ability to serve the project with existing facilities and equipment, in consideration of response times. The proposed project can be served by existing facilities and would not require additional police protection facilities or equipment. Locating fire stations according to 1.5 mile-radius service areas typically allows responders to arrive on a call within the City's response-time goals. There are multiple fire stations within this radius. The response time in the vicinity of the proposed project site was between 2 to 3 minutes, which is less than the City's goal. See Section 4.10 of this EIR for more detail.
PHS 2.1.2 - Response Time Standards. The City shall strive to maintain appropriate emergency response times to provide optimum fire protection and emergency medical services to the community.	See discussion above related to Policy PHS 2.1.1. The context of the previous discussion is relevant in this context, as well.
PHS 2.1.3 - Staffing Standards. The City shall maintain optimum staffing levels for sworn, civilian, and support staff, in order to provide quality fire protection and emergency medical services to the community.	See discussion above related to Policy PHS 2.1.1. The context of the previous discussion is relevant in this context, as well.

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Mitigation Measure or Mitigating Policy	Discussion
PHS 2.1.4 - Response Units and Facilities. The City shall provide additional response units, staffing, and related capital improvements, including constructing new fire stations, as necessary, in areas where a company experiences call volumes exceeding 3,500 in a year to prevent compromising emergency response and ensure optimum service to the community.	This policy is directed to the City, not to new development. See discussion above related to Policy PHS 2.1.1. The context of the previous discussion is relevant in this context, as well.
PHS 2.1.5 - Timing of Services. The City shall ensure that the development of fire facilities and delivery of services keeps pace with development and growth of the city.	See discussion above related to Policy PHS 2.1.1. The context of the previous discussion is relevant in this context, as well.
PHS 2.1.6 - Strategic Locations of New Stations. The City shall ensure that new fire station facilities are located strategically throughout the city to provide optimal response times to all areas.	This policy is directed to the City, not to new development. The project site is served by existing fire stations. See discussion above related to Policy PHS 2.1.1. The context of the previous discussion is relevant in this context, as well.
PHS 2.1.7 - Future Station Locations. The City shall require developers to set aside land with adequate space for future fire station locations in areas of new development.	The project site is located in Downtown Sacramento and has several existing fire stations within 1.5 miles, as detailed in Section 4.10 of this EIR. See discussion above related to Policy PHS 2.1.1. The context of the previous discussion is relevant in this context, as well.
PHS 2.1.10 - Regional Cooperative Delivery. The City shall work with the various fire protection districts and other agencies in establishing inter-operability and to promote regional cooperative delivery of fire protection and emergency medical services.	This policy is directed to the City, not to new development. See discussion above related to Policy PHS 2.1.1. The context of the previous discussion is relevant in this context, as well.
PHS 2.2.4 - Water Supplied for Fire Suppression. The City shall ensure that adequate water supplies are available for fire-suppression throughout the city, and shall require development to construct all necessary fire suppression infrastructure and equipment.	As detailed in Section 4.10 of this EIR (Public Services and Recreation), the project applicant is required to incorporate California Fire Code requirements into the design of the proposed project to address access-road length, road dimensions, and finished surfaces for firefighting equipment; fire hydrant placement; and fire flow availability. The Sacramento City Code outlines fire prevention requirements to be incorporated into new high-rise development (Title 15, Chapter 15.100) that specify access arrangements, fire suppression equipment, smoke detection and removal systems, fire pumps, fire alarm and communications systems, standby power systems, and plan submittals for approvals. The project would be required to comply with relevant sections of the California Fire Code, which are specifically designed to reduce fire risk for people and structures, including specific provisions for high-rise buildings. The Sacramento Fire Department has reviewed the proposed project and has identified conditions, which would be incorporated into the project, related to adequate turning radii, fire access, signage for emergency access, road design to support fire apparatus loads, and the provision of fire hydrants.
PHS 2.2.7 - Wildland Hazards on City-Owned Spaces. The City shall continue to remove excessive/overgrown vegetation (e.g., trees, shrubs, weeds) and rubbish from City-owned property to prevent and minimize fire risks to surrounding properties.	This policy is directed to the City, not to new development. The project site is not affected by overgrown vegetation.

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Mitigation Measure or Mitigating Policy	Discussion
PHS 2.2.8 - Wildland Hazards on Private Properties. The City shall continue to require private property owners to remove excessive/overgrown vegetation (e.g., trees, shrubs, weeds) and rubbish to the satisfaction of the Fire Department to prevent and minimize fire risks to surrounding properties.	The proposed project is an infill development project within downtown Sacramento and is not proposed in an area subject to wildland fire hazards.
ERC 1.1.1 - School Locations. The City shall work with school districts at the earliest possible opportunity to provide school sites and facilities that are located in the neighborhoods they serve.	This policy is directed to the City, not to new development. The project vicinity is served by existing schools.
ERC 1.1.2 - Locational Criteria. The city shall continue to assist in reserving school sites based on each school district's criteria, the school siting guidelines of the California Department of Education, and on the City's following location criteria: Locate elementary schools on sites that are safely and conveniently accessible, and away from heavy traffic, excessive noise, and incompatible land uses. Locate school sites centrally with respect to their planned attendance areas. Locate school sites in areas where established and/or planned walkways, bicycle paths, or greenways link school sites with surrounding uses. Locate, plan, and design new schools to be compatible with adjoining uses.	This policy is directed to the City, not to new development. The project vicinity is served by existing schools.
ERC 1.1.3 - Realignment of District Boundaries. The City shall work with school districts to realign district boundaries to coincide with neighborhood and community boundaries.	This policy is directed to the City, not to new development.
ERC 1.1.4 - Schools in Urban Areas. The City shall work with school districts in urban areas to explore the use of existing smaller sites to accommodate lower enrollments, and/or higher intensity facilities (e.g., multi-story buildings, underground parking, and playgrounds on roofs, or parking areas).	This policy is directed to the City, not to new development.
ERC 1.1.5 - Joint-Use Development. The City shall work with school districts and institutions of higher education to explore opportunities for joint-use development that integrates uses for recreation, cultural, and non-school related activities at new and existing facilities.	This policy is directed to the City, not to new development.
ERC 1.1.7 - Higher Education. The City shall encourage the development, expansion, and upgrade of higher educational facilities such as community colleges, California State University, and private universities.	This policy is directed to the City, not to new development.
ERC 1.1.9 - Multi-University Campus. The City shall cooperate with systems of higher education to explore the future possibility of a multi-university campus.	This policy is directed to the City, not to new development.
ERC 3.1.1 - Adequate Services and Facilities. The City shall ensure adequate library services and facilities are maintained for all residents.	This policy is directed to the City, not to new development.
ERC 3.1.2 - Library Siting. The City shall target the siting of libraries in higher-density and infill areas along major arterials and transit service routes to provide convenient access to Sacramento residents.	This policy is directed to the City, not to new development.

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Mitigation Measure or Mitigating Policy	Discussion
ERC 3.1.3 - Under-Served Areas. The City shall give priority to the construction of new libraries in communities that are experiencing library service deficiencies including the Pocket area, East Sacramento near 65th Street and Folsom Boulevard, North Highlands, and the South Area Community Plan area.	This policy is directed to the City, not to new development.
ERC 3.1.4 - Joint Use. The City shall encourage joint use of library facilities with public and private agencies at locations such as schools and community centers.	This policy is directed to the City, not to new development.
ERC 3.1.9 - Funding. The City, in conjunction with the Sacramento Library Authority, shall explore methods of financing new library facilities and expanding and upgrading existing facilities.	This policy is directed to the City, not to new development.
PHS 4.1.1 - Multi-Hazard Emergency Plan. The City shall maintain and implement the Multi-Hazard Emergency Plan to address disasters such as earthquakes, flooding, dam or levee failure, hazardous material spills, epidemics, fires, extreme weather, major transportation accidents, and terrorism.	This policy is directed to the City, not to new development. The relationship between the project and emergency response plans is evaluated in Section 4.11 of this EIR.
PHS 4.1.2 - Post-Disaster Response. The City shall plan for the continued function of critical facilities following a major seismic or geologic disaster to help prevent major problems during post-disaster response such as evacuations, rescues, large numbers of injuries, and major clean-up operations.	This policy is directed to the City, not to new development.
PHS 4.1.3 - Emergency Operations Center. The City, in conjunction with other local, State, and Federal agencies, shall ensure operational readiness of the Emergency Operations Center (EOC), conduct annual training for staff, and maintain, test, and update equipment to meet current standards.	This policy is directed to the City, not to new development.
PHS 4.1.4 - Emergency and Disaster Preparedness Exercises. The City shall coordinate with local and regional jurisdictions to perform emergency and disaster preparedness exercises to test operational and emergency plans.	This policy is directed to the City, not to new development.
PHS 4.1.5 - Mutual Aid Agreements. The City shall continue to participate in mutual aid agreements to ensure adequate resources, facilities, and other support for emergency response.	This policy is directed to the City, not to new development.
PHS 5.1.1 - Facilities Location. The City shall work with the County on identifying adequate sites for health and human services facilities within the city to ensure that such facilities are easily accessible, distributed equitably throughout the city in a manner that makes the best use of existing facilities, and are compatible with adjoining uses.	This policy is directed to the City, not to new development.
6.11 Public Utilities – General Plan Mitigation Measures and Mitigating Policies Identified to Address Potential Public Utilities Impacts Associated with Development within the City	
U 1.1.1 - Provision of Adequate Utilities. The City shall continue to provide and maintain adequate water, wastewater, and stormwater drainage utility services to all areas in the city currently receiving these services from the City, and shall	As detailed in Section 4.12 of this EIR (Utilities and Service Systems), the project site is in a location served with existing water, wastewater, and stormwater infrastructure and existing regulations require infrastructure studies

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Mitigation Measure or Mitigating Policy	Discussion
<p>provide and maintain adequate water, wastewater, and stormwater drainage utility services to areas in the city that do not currently receive these City services upon funding and construction of the infrastructure necessary to provide these City services.</p>	<p>and compliance with City standards addressing water, wastewater, and stormwater drainage. Existing City regulations require submittal, review, and compliance with City standards for water conveyance. The project applicant would be required to submit a water conveyance infrastructure improvement plan that depicts the locations and appropriate sizes of all required conveyance infrastructure, in conjunction with other site-specific improvement plans. Proposed on-site water facilities would be required to be designed and sized to provide adequate service to the project site for the amount and type of proposed development, based on the City's standards. Existing City regulations require submittal, review, and compliance with City standards for wastewater conveyance facilities on-site. The project applicant will be required to submit a wastewater infrastructure improvement plan that depicts the locations and appropriate sizes of all required conveyance infrastructure in conjunction with other site-specific improvement plans. Proposed on-site wastewater facilities are required to be designed and sized to provide adequate service to the project site for the amount and type of proposed development, based on City design standards. A final wastewater infrastructure improvement plan is also required to be approved by the Department of Utilities before approval of the final subdivision map and issuance of building permits. Existing City regulations require submittal, review, and compliance with City standards for stormwater facilities. The project applicant is required to prepare a stormwater drainage study that depicts the locations and appropriate sizes of all required facilities in conjunction with other site-specific improvement plans. Proposed on-site stormwater drainage systems are required to comply with the City's standards. Therefore, there is sufficient landfill capacity to accommodate solid-waste disposal needs of the proposed project. The project would not require the construction of new solid waste facilities or the expansion of existing facilities.</p>
<p>U 1.1.2 - Citywide Level of Service Standards. The City shall establish and maintain service standards [Levels of Service (LOS)] for water, wastewater, stormwater drainage, and solid waste services.</p>	<p>This policy is directed to the City, not to new development. However, please see discussion under Policy U 1.1.1, above. The context of the previous discussion is relevant in this context, as well.</p>
<p>U 1.1.3 - Sustainable Facilities and Services. The City shall continue to provide sustainable utility services and infrastructure in a cost-efficient manner.</p>	<p>This policy is directed to the City, not to new development. However, please see discussion under Policy U 1.1.1, above. The context of the previous discussion is relevant in this context, as well.</p>
<p>U 1.1.5 - Timing of Urban Expansion. The City shall assure that new public facilities and services are phased in conjunction with the approved urban development it is intended to serve.</p>	<p>This policy is directed to the City, not to new development. The context of the previous discussion is relevant in this context, as well. The project site is an infill location where urban expansion is not required. See discussion under Policy U 1.1.1, above.</p>
<p>U 1.1.6 - Growth and Level of Service. The City shall require new development to provide adequate facilities or pay its fair share of the cost for facilities needed to provide services to accommodate growth without adversely impacting current</p>	<p>This policy is directed to the City, not to new development. However, see discussion above related to Policy U 1.1.1. The context of the previous discussion is relevant in this context, as well.</p>

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Mitigation Measure or Mitigating Policy	Discussion
service levels.	
U 1.1.7 - Infrastructure Finance. The City shall develop and implement a financing strategy and assess fees to construct needed water, wastewater, stormwater drainage, and solid waste facilities to maintain established service levels and to mitigate development impacts to these systems (e.g., pay capital costs associated with existing infrastructure that has inadequate capacity to serve new development). The City shall also assist developers in identifying funding mechanisms to cover the cost of providing utility services in infill areas.	The project will be required to comply with existing infrastructure regulations, including collection of impact fees in effect at the time of project approval. See also the discussion above related to Policy U 1.1.1. The context of the previous discussion is relevant in this context, as well.
U 1.1.8 - Infill Areas. The City shall identify and prioritize infill areas for infrastructure improvements.	This policy is directed to the City, not to new development. This policy is about prioritizing City participation in infrastructure and therefore is not applicable to the project. However, see discussion above related to Policy U 1.1.1. The context of the previous discussion is relevant in this context, as well. Although the project site is in an infill location, the project does not require off-site infrastructure improvements.
U 1.1.9 - Joint Use Facilities. The City shall support the development of joint use water, drainage, and other utility facilities as appropriate in conjunction with schools, parks, golf courses, and other suitable uses to achieve economy and efficiency in the provision of services and facilities.	This policy is directed to the City, not to new development. This policy is not applicable to the proposed project.
U 1.1.12 - Impacts to Environmentally Sensitive Lands. The City shall locate and design utilities to avoid or minimize impacts to environmentally-sensitive areas and habitats.	This policy is directed to the City, not to new development. The project site is a developed urban property and the project does not require off-site infrastructure improvements. See also the discussion above related to Policy U 1.1.1. The context of the previous discussion is relevant in this context, as well.
U 2.1.3 - Water Treatment Capacity and Infrastructure. The City shall plan, secure funding for, and procure sufficient water treatment capacity and infrastructure to meet projected water demands.	This policy is directed to the City, not to new development. However, as detailed in Section 4.12 of this EIR (Utilities and Service Systems), the City's existing and permitted water treatment plant capacity is 295 million gallons per day and improvements are planned. The City has indicated adequate water treatment capacity and infrastructure is available to serve the project.
U 2.1.9 - New Development. The City shall ensure that water supply capacity is in place prior to granting building permits for new development.	The project is required to comply with existing infrastructure regulations, which require demonstration of adequate capacity prior to approval. See also the discussion above related to Policy U 1.1.1. The context of the previous discussion is relevant in this context, as well. The City has indicated adequate water supply is available to serve the project.
U 2.1.10 - Water Conservation Programs. The City shall implement conservation programs that increase water use efficiency, including providing incentives for adoption of water efficiency measures.	This policy relates to incentives the City may develop to encourage water conservation. However, the project will be required to comply with existing regulations, including water conservation measures that are a part of the building code, as well as City water conservation measures applicable at the time of project approval. The project proposes improvement of the existing walkways to create East-West and North-South Promenades with a variety of climate appropriate and water efficient landscaping (PUD Guidelines, p. 14).

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Mitigation Measure or Mitigating Policy	Discussion
U 3.1.1 - Sufficient Service. The City shall provide sufficient wastewater conveyance, storage, and pumping capacity for peak sanitary sewer flows and infiltration.	See the discussion above related to Policy U 1.1.1. The context of the previous discussion is relevant in this context, as well.
U 3.1.2 - New Developing Areas. The City shall ensure that public facilities and infrastructure are designed and constructed to meet ultimate capacity needs to avoid the need for future upsizing. For facilities subject to incremental upsizing, initial design shall include adequate land area and any other elements not easily expanded in the future. Infrastructure and facility planning should discourage over-sizing of infrastructure which could contribute to growth beyond what was anticipated in the 2030 General Plan.	This policy is directed to the City, not to new development. This policy is also related to new development areas and the project site is in an infill area. Therefore, this policy does not apply to the project. However, as detailed in Section 4.12 of this EIR (Utilities and Service Systems), the project site is located in an area with existing water, wastewater, and storm drainage, which will not require upsizing to serve the project. Project site is in infill location, whereas this policy pertains to new growth areas.
U 3.1.3 - Stormwater Infiltration Reduction. The City shall develop design standards that reduce infiltration into new City-maintained sewer pipes.	This policy is directed to the City, not to new development. See also the discussion above related to Policy U 1.1.1. The context of the previous discussion is relevant in this context, as well.
U 3.1.4 - Combined Sewer System Rehabilitation. The City shall continue to rehabilitate the Combined Sewer System (CSS) to provide adequate wastewater collection, treatment, and disposal in areas served by this system.	This policy is directed to the City, not to new development. However, the project will be required to comply with existing infrastructure regulations, including participation in the City's Combined Sewer System Program in effect at the time of project approval. See also the discussion above related to Policy U 1.1.1. The context of the previous discussion is relevant in this context, as well.
U 4.1.1 - Adequate Drainage Facilities. The City shall ensure that all new drainage facilities are adequately sized and constructed to accommodate stormwater runoff in urbanized areas.	In addition, Mitigation Measure 8-2 requires submittal of a final drainage plan and pollution source control program illustrating compliance with applicable regulations and standards, including those related to runoff, and also to demonstrate consistency with the City's no net increase in stormwater policy. See also the discussion above related to Policy U 1.1.1. The context of the previous discussion is relevant in this context, as well.
U 4.1.2 - Master Planning. The City shall implement master planning programs to: Identify facilities needed to prevent 10-year event street flooding and 100-year event structure flooding, Ensure that public facilities and infrastructure are designed pursuant to approved basin master plans, and Ensure that adequate land area and any other elements are provided for facilities subject to incremental sizing (e.g., detention basins and pump stations).	This policy is directed to the City, not to new development. In addition, Mitigation Measure 8-2 requires submittal of a final drainage plan and pollution source control program illustrating compliance with applicable regulations and standards, including those related to runoff, and also to demonstrate consistency with the City's no net increase in stormwater policy. See also the discussion above related to Policy U 1.1.1. The context of the previous discussion is relevant in this context, as well.
U 4.1.5 - New Development. The City shall require proponents of new development to submit drainage studies that adhere to City stormwater design requirements and incorporate measures to prevent on- or off-site flooding.	Existing City regulations require drainage plans illustrating compliance with City standards. In addition, Mitigation Measure 8-2 requires submittal of a final drainage plan and pollution source control program illustrating compliance with applicable regulations and standards. See also the discussion above related to Policy U 1.1.1. The context of the previous discussion is relevant in this context, as well.
ER 1.1.4 - New Development. The City shall require new development to protect	As described in detail in Section 4.8 of this EIR (Hydrology and Water Quality),

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Mitigation Measure or Mitigating Policy	Discussion
the quality of water bodies and natural drainage systems through site design, source controls, storm water treatment, runoff reduction measures, best management practices (BMPs) and Low Impact Development (LID), and hydromodification strategies consistent with the city's NPDES Permit.	the project applicant is also required to submit a final drainage plan and pollutant source control program to the City, which is required to include finalized BMPS and detention-facility locations that include a defined maintenance program. Prior to construction and ground disturbing activities, the project applicant will also prepare a pollutant source control program for the project's operational phase to control water quality pollutants on the project site. Projects in the City of Sacramento are required to implement a storm water pollution prevention plan that includes water quality, hazardous materials, and sediment control measures, and BMPs as set forth in the Stormwater Quality Design Manual for the Sacramento and South Placer Regions. See Mitigation Measures 4.8-1 and 4.8-2.
U 5.1.1 - Zero Waste. The City shall achieve zero waste to landfills by 2040 through reusing, reducing, and recycling solid waste; and using conversion technology if appropriate.	This policy is directed to the City, not to new development. As detailed Section 4.12 of this EIR (Utilities and Service Systems), the State building code requires all construction contractors to reduce construction waste and demolition debris by 50%. Existing City regulations require all contractors to comply with the Construction and Demolition Debris Recycling Ordinance (Title 8, Chapter 8.124 of the Sacramento City Code) by reducing project waste entering landfill facilities by 50% by weight through recycling. The City requires contractors prepare a waste management plan that identifies the sources of recyclable materials, outlines a recycling method (i.e., self-separation or mixed recovery), and identifies a self-haul or franchise waste hauler. The waste management plan must be submitted to and approved by City's Solid Waste Services before a building permit is issued. Landfills used for solid waste have a large volume of capacity available to meet the solid-waste disposal needs of the proposed project.
U 5.1.2 - Landfill Capacity. The City shall continue to coordinate with Sacramento County in providing long-term landfill disposal capacity.	This policy is directed to the City, not to new development. See also the discussion above related to Policy U 1.1.1. The context of the previous discussion is relevant in this context, as well.
U 5.1.3 - Transfer Stations. The City shall provide for adequate transfer station facilities to meet the city's demand.	This policy is directed to the City, not to new development. See also the discussion above related to Policy U 1.1.1. The context of the previous discussion is relevant in this context, as well.
U 5.1.4 - Equitably Distributed and Compatible Facilities. The City shall ensure that solid waste and recycling facilities are distributed equitably throughout the city, avoiding over-concentration in areas that are well served, and shall ensure that facility location and design are compatible with surrounding land uses (e.g., by incorporating adequate buffers, siting facilities appropriately to maintain the integrity of surrounding development).	This policy is directed to the City, not to new development. The project does not propose solid waste facilities.
U 5.1.5 - Residential and Commercial Waste Disposal. The City shall continue to provide curbside trash and recycling collection service to single-family residential	This policy is directed to the City, not to new development. The project site will be provided solid waste and recycling services.

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Mitigation Measure or Mitigating Policy	Discussion
dwellings and offer collection service to commercial and multi-family residential development.	
U 5.1.6 - Yard Waste and Street Sweeping. The City shall continue to provide garden refuse yard waste collection service to single-family residential dwellings and provide street sweeping service to commercial and residential development.	This policy is directed to the City, not to new development. The project site will be provided solid waste and recycling services.
U 5.1.7 - Voluntary Containerized Yard Waste Program. The City shall continue to expand its voluntary containerized yard waste collection program	This policy is directed to the City, not to new development. The project site will be provided solid waste and recycling services.
U 5.1.8 - Neighborhood Clean-Up Program. The City shall continue sponsoring the Neighborhood Clean-Up Program.	This policy is directed to the City, not to new development.
U 5.1.9 - Diversion of Waste. The City shall encourage recycling, composting, and waste separation to reduce the volume and toxicity of solid wastes sent to landfill facilities.	This policy is directed to the City, not to new development. The California Integrated Waste Management Act was intended to minimize the amount of solid waste that must be disposed of through transformation and land disposal by requiring all cities and counties to divert 25% of all solid waste from landfill facilities by January 1, 1995, and 50% by January 1, 2000. As of 2012, the City's actual generation rate was less than the 50% diversion rate requirement. The City requires all contractors to comply with the Construction and Demolition Debris Recycling Ordinance (Title 8, Chapter 8.124 of the City Code) to reduce all project waste by weight from entering landfill facilities by 50% through recycling. The ordinance applies to all new construction valued at \$250,000 or more.
U 5.1.10 - Electronic Waste Recycling. The City shall continue to coordinate with businesses that recycle electronic waste to provide convenient collection/drop off locations for city residents.	This policy is directed to the City, not to new development. See discussion above related to Policy U 5.1.1 and Policy U 5.1.9. The context of the previous discussions is relevant in this context, as well.
U 5.1.11 - Composting and Grasscycling Programs. The City shall sponsor solid waste educational programs on backyard waste composting and grasscycling (i.e., mulching grass clippings back into the lawn).	This policy is directed to the City, not to new development. See discussion above related to Policy U 5.1.1 and Policy U 5.1.9. The context of the previous discussions is relevant in this context, as well.
U 5.1.12 - City Recycling. The City shall serve as a role model to businesses and institutions regarding purchasing decisions that minimize the generation of solid waste in addition to encouraging all City staff to recycle at City facilities.	This policy is directed to the City, not to new development. The project site will be provided solid waste and recycling services. See discussion above related to Policy U 5.1.1 and Policy U 5.1.9. The context of the previous discussions is relevant in this context, as well.
U 5.1.13 - Food Waste Recycling. The City shall develop a food waste recycling program.	This policy is directed to the City, not to new development. See discussion above related to Policy U 5.1.1 and Policy U 5.1.9. The context of the previous discussions is relevant in this context, as well.
U 5.1.14 -Recycled Materials for Goods Packaging. The City shall support state legislation calling for the use of recycled materials and smaller packaging of retail goods and require that retail establishments use recycled materials for goods packaging in lieu of plastic bags.	This policy is directed to the City, not to new development. See discussion above related to Policy U 5.1.1 and Policy U 5.1.9. The context of the previous discussions is relevant in this context, as well.
U 5.1.15 - Recycled Materials in New Construction. The City shall encourage the	See discussion above related to Policy U 5.1.1 and Policy U 5.1.9. The context

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Mitigation Measure or Mitigating Policy	Discussion
use of recycled materials in new construction.	of the previous discussions is relevant in this context, as well.
U 5.1.16 - Recycling and Reuse of Construction Wastes. The City shall require recycling and reuse of construction wastes, including recycling materials generated by the demolition and remodeling of buildings, with the objective of diverting eighty-five percent to a certified recycling processor.	See discussion above related to Policy U 5.1.1 and Policy U 5.1.9. The context of the previous discussions is relevant in this context, as well.
U 5.1.17 - Waste for Energy Generation. The City shall continue to use waste (e.g., methane emissions from landfills) for energy generation.	This policy is directed to the City, not to new development.
U 5.1.18 - Disposable, Toxic, or Non-Renewable Products. The City shall reduce the use of disposable, toxic, or non-renewable products in City operations.	This policy is directed to the City, not to new development. See discussion above related to Policy U 5.1.1 and Policy U 5.1.9. The context of the previous discussions is relevant in this context, as well.
U 5.1.19 - Sacramento Regional Recycling Market Development Zone. The City shall support the Sacramento Regional Recycling Market Development Zone (SRRMDZ).	This policy is directed to the City, not to new development.
U 5.1.20 - Waste Composting and Recycling for Landscapes. The City shall sponsor educational programs regarding the use of waste composting and yard waste recycling for landscapes in lieu of fertilizer.	This policy is directed to the City, not to new development.
U 5.1.21 - Educational Programs. The City shall sponsor public educational programs regarding the benefits of solid waste diversion and recycling and encourage residents and businesses to redistribute reusable materials (e.g., at garage sales, materials exchanges).	This policy is directed to the City, not to new development.
U 6.1.1 - Electricity and Natural Gas Services. The City shall continue to work closely with local utility providers to ensure that adequate electricity and natural gas services are available for existing and newly developing areas.	This policy is directed to the City, not to new development.
U 6.1.2 - Peak Electric Load of City Facilities. The City shall reduce the peak electric load for City facilities by 10 percent by 2015 compared to the baseline year of 2004, through energy efficiency, shifting the timing of energy demands, and conservation measures.	This policy is directed to the City, not to new development. This policy relates to the City reducing peak electric load for City facilities and therefore this does not apply to the project. However, see the discussion below related to Policy U 6.1.5. The project proposes multi-family structures, which are more energy efficient compared to single-family structures, and replacing older structures not constructed under modern energy efficient building codes with new structures constructed under today's building codes, which strongly emphasize energy efficiency.
U 6.1.3 - City Fleet Fuel Consumption. The City shall reduce its fleet's fuel consumption by 15 percent by 2010 compared to the baseline year of 2003, and city operations shall be substantially fossil free (e.g., electricity, motor fuels).	This policy is directed to the City, not to new development.
U 6.1.4 - Energy Efficiency of City Facilities. The City shall improve energy efficiency of City facilities on a unit basis to consume 25 percent less energy compared to the baseline year of 2005.	This policy is directed to the City, not to new development.

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Mitigation Measure or Mitigating Policy	Discussion
U 6.1.5 - Energy Consumption Per Capita. The City shall encourage residents and businesses to consume 25 percent less energy by 2030 compared to the baseline year of 2005.	Energy analysis is included as a part of Section 4.6 of this EIR. The transit priority nature of the proposed project in a central location allows residents to access amenities such as retail, restaurants, cultural events, and jobs using alternative modes of transportation such as public transit, walking, and biking, which would reduce overall transportation-related energy consumption. In addition, vehicle trips from the proposed project would be anticipated to travel shorter trip distances to reach amenities and places of employment, which also reduces transportation-related energy consumption. Since transportation accounts for more energy consumption than heating, cooling, and powering of buildings, , or any other use, the travel demand reducing features of the proposed project will help maximize energy efficiency of the site.
U 6.1.6 - Renewable Energy. The City shall encourage the installation and construction of renewable energy systems and facilities such as wind, solar, hydropower, geothermal, and biomass facilities.	This policy is directed to the City, not to new development. See also discussion above related to Policy U 6.1.5. The context of the previous discussion is relevant in this context, as well.
U 6.1.7 - Solar Access. The City shall ensure, to the extent feasible, that sites, subdivisions, landscaping, and buildings are configured and designed to maximize solar access.	See discussion above related to Policy U 6.1.5. Additionally, this policy is implemented in the City’s Planning and Development Code in relation to single-family residential subdivisions but not for multi-story urban infill projects (Title 16, Chapter 16.48).
U 6.1.8 - Other Energy Generation Systems. The City shall promote the use of locally-shared solar, wind, and other energy generation systems as part of new planned developments.	This policy is directed to the City, not to new development. See also discussion above related to Policy U 6.1.5. The context of the previous discussion is relevant in this context, as well.
U 6.1.9 - Green Businesses. The City shall assist regional organizations in efforts to recruit businesses to Sacramento that research, develop, manufacture, utilize, and promote energy efficiency, conservation, and advanced renewable technologies such as waste-to-energy facilities.	This policy is directed to the City, not to new development.
U 6.1.10 - Energy Rebate Programs. The City shall promote energy rebate programs offered by local energy providers to increase energy efficiency in older neighborhoods and developments.	This policy is directed to the City, not to new development.
U 6.1.11 - Energy Efficiency Improvements. The City shall develop and implement energy efficient standards for existing buildings and provide incentives to property owners to make improvements necessary to meet minimum energy efficiency standards upon sale of a property or change of lease of rental properties.	This policy is directed to the City, not to new development. See also discussion above related to Policy U 6.1.5. The context of the previous discussion is relevant in this context, as well. The project, like all development in the City, will be required to comply with applicable energy efficiency building code measures.
U 6.1.12 - Energy Efficiency Audits. The City shall continue to work with the Sacramento Metropolitan Utility District to conduct energy efficiency audits of existing buildings.	This policy is directed to the City, not to new development.
U 6.1.13 - Energy Efficiency Incentives. The City shall develop incentives to encourage the use of energy efficient vehicles, equipment, and lighting.	This policy is directed to the City, not to new development.

**Table O-2
2030 General Plan Master EIR Mitigation Measures and Mitigating Policies**

Mitigation Measure or Mitigating Policy	Discussion
U 6.1.14 - Sustainable Development and Resource Conservation Education. The City shall work with appropriate agencies to develop educational materials and activities for residents and developers regarding the objectives and techniques of sustainable development and resource conservation.	This policy is directed to the City, not to new development.
U 7.1.1 - Access and Availability. The City shall work with service providers to ensure access to and availability of a wide range of state-of-the-art telecommunications systems and services for households, businesses, institutions, and public agencies throughout the City.	This policy is directed to the City, not to new development.
U 7.1.2 - Adequate Facilities and Service. The City shall work with utility companies to retrofit areas that are not served by current telecommunication technologies and shall provide strategic long-range planning of telecommunication facilities for newly developing areas, as feasible.	This policy is directed to the City, not to new development.
U 7.1.3 - State-of-the-Art Technology. The City shall encourage local industries, higher educational institutions, and other entities to support innovation in the design and implementation of state-of-the-art telecommunication technologies and facilities.	This policy is directed to the City, not to new development.
U 7.1.4 - Co-Location. The City shall encourage compatible co-location of telecommunication facilities and shall work with utility companies to provide opportunities for siting telecommunications facilities on City owned property and public right-of-ways.	This policy is directed to the City, not to new development.
U 7.1.5 - Incorporation into Public Buildings and Uses. The City shall establish requirements for the incorporation and accessibility of state-of-the-art telecommunication systems and services (e.g., internet) for public use in public buildings (e.g., libraries) and support the development of informational kiosks in public places and streetscapes (e.g., parks, plazas, shopping malls).	This policy is directed to the City, not to new development.
U 7.1.6 - Large Scale Developments. The City shall establish requirements for the installation of state-of-the-art internal telecommunications technologies in new large scale planned communities and office and commercial developments (e.g., wiring of all new housing and businesses).	This policy is directed to the City, not to new development.
U 7.1.7 - Household Telecommunication Systems. The City shall encourage the installation of telecommunications systems (e.g., internet) in every city household to facilitate resident access to information about public services, transit, emergencies, and other information.	This policy is directed to the City, not to new development.
U 7.1.8 - City Operations/Public Services. The City shall continue to use telecommunications to enhance the performance of internal City operations and the delivery of public services.	This policy is directed to the City, not to new development.
Mitigation Measure 6.11-2: Implement Diversion and WTP as cost-sharing partner in Sacramento River Water Reliability Study.	This mitigation measure applies to the City of Sacramento and not individual projects. In addition, as detailed in Section 4.12 of this EIR, "Utilities and Service

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Mitigation Measure or Mitigating Policy	Discussion
<p>The City shall agree to a cost-sharing partnership for the construction and operation of a second Sacramento River diversion and WTP to divert and treat water which could result, at a minimum, in the following potentially significant environmental impacts associated with the construction and operation. This project is currently being analyzed under a separate EIR/EIS:</p> <ul style="list-style-type: none"> • Exposure of soils to erosion and loss of topsoil during construction; • Surface water quality degradation; • 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 and other in-stream impacts above and downstream of diversion; and • Exposure to pre-existing listed and unknown hazardous materials contamination. <p>Mitigation measures would need to be developed to reduce any potentially significant impacts to less-than-significant levels, to the extent feasible. The following are illustrative of the types of mitigation measures that could be implemented to avoid or reduce those impacts listed above to less-than significant levels:</p> <ul style="list-style-type: none"> • 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 	<p>Systems,” the project will not result in the City exceeding existing diversion or treatment capacity. This mitigation measure is not applicable to the project.</p>

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Mitigation Measure or Mitigating Policy	Discussion
<ul style="list-style-type: none"> Avoidance, preservation or other appropriate compensation for loss of or adverse effects to important farmlands. <p>The City, as a cost-sharing local partner participating in the Sacramento River Water Reliability Study project, would be a responsible agency required to implement all mitigation measures within its control.</p> <p>OR</p> <p>Implement a City of Sacramento-Only Sacramento River Diversion and WTP.</p> <p>The City shall be solely responsible for the construction and operation of a second Sacramento River diversion and WTP to divert and treat water. This would be a separate project that would require its own environmental review, in addition to compliance with all applicable regulatory requirements. The construction and operation of this facility to divert and treat water, although having a smaller capacity than the regional facility, would have the same potentially significant environmental impacts as discussed above, and would entail the same types of mitigation measures, discussed above. The City would be the lead agency if this option were selected.</p>	
<p>6.12 Transportation and Circulation – General Plan Mitigating Policies Identified to Address Potential Transportation and Circulation Impacts Associated with Development within the City</p>	
<p>M 1.1.3 - Emergency Services. The City shall coordinate the development and maintenance of all transportation facilities with emergency service providers to ensure continued emergency service operations and service levels.</p>	<p>This policy is directed to the City, not to new development. Interference with emergency response is evaluated in Section 4.7 of this EIR (Hazards and Hazardous Materials). The project site is developed and the proposed project would maintain existing public rights-of-way as a part of the proposed design. Section 12.20.020 of the Sacramento City Code requires development projects to prepare traffic control plans for construction activities (see Mitigation Measure 4.11-5 in this EIR).</p> <p>The City requires that the traffic control plan, illustrate the location of the proposed work area; provide a diagram showing the location of areas where the public right-of-way would be closed or obstructed and the placement of traffic control devices necessary to perform the work; show the proposed phases of traffic control; and identify the time periods when the traffic control will be in effect and the time periods when work will prohibit access to private property from a public right-of-way.</p>
<p>M 1.2.1 - Multimodal Choices. The City shall promote development of an integrated, multimodal transportation system that offers attractive choices among modes including pedestrian ways, public transportation, roadways, bikeways,</p>	<p>This policy is directed to the City, not to new development. The project site is located in an area with some of the lowest per-capita travel demand in the region. The infill and mixed-use nature of the project in the City's downtown area</p>

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Mitigation Measure or Mitigating Policy	Discussion
<p>rail, waterways, and aviation and reduces air pollution and greenhouse gas emissions.</p>	<p>would place residents within a closer proximity to jobs and commercial amenities, which would facilitate walking and biking trips, thereby eliminating some vehicle trips. In addition, the project's transit-oriented location would make using public transit feasible to reach jobs in both the downtown area and the region. The distances of vehicle trips generated by the proposed project would also be reduced and the project site's proximity to amenities and jobs would further reduce VMT in the region.</p>
<p>M 1.2.2 - LOS Standard. The City shall allow for flexible Level of Service (LOS) standards, which will permit increased densities and mix of uses to increase transit ridership, biking, and walking, which decreases auto travel, thereby reducing air pollution, energy consumption, and greenhouse gas emissions.</p> <p>Core Area Level of Service Exemption – LOS F conditions are acceptable during peak hours in the Core Area bounded by C Street, the Sacramento River, 30th Street, and X Street. If a Traffic Study is prepared and identifies a LOS impact that would otherwise be considered significant to a roadway or intersection that is in the Core Area as described above, the project would not be required in that particular instance to widen roadways in order for the City to find project conformance with the General Plan. Instead, General Plan conformance could still be found if the project provides improvements to other parts of the citywide transportation system in order to improve transportation-system-wide roadway capacity, to make intersection improvements, or to enhance non-auto travel modes in furtherance of the General Plan goals. The improvements would be required within the project site vicinity or within the area affected by the project's vehicular traffic impacts. With the provision of such other transportation infrastructure improvements, the project would not be required to provide any mitigation for vehicular traffic impacts to road segments in order to conform to the General Plan. This exemption does not affect the implementation of previously approved roadway and intersection improvements identified for the Railyards or River District planning areas.</p> <p>Level of Service Standard for Multi-Modal Districts – The City shall seek to maintain the following standards in the Central Business District, in areas within ½ mile walking distance of light rail stations, and in areas designated for urban scale development (Urban Centers, Urban Corridors, and Urban Neighborhoods as designated in the Land Use and Urban Form Diagram). These areas are characterized by frequent transit service, enhanced pedestrian and bicycle systems, a mix of uses, and higher density development.</p> <p>Maintain operations on all roadways and intersections at LOS A-E at all times,</p>	<p>The project is evaluated relative to the City's level of service (LOS) policy. Please see Section 4.11 of this EIR (Transportation/Traffic) for details. As described, the project would not cause any existing intersections that would operate at an acceptable LOS to operate at unacceptable LOS with implementation of the project. The project will be required to install a signal at the intersection of 6th Street & P streets adjacent to the project site. The City has determined that this would be considered an improvement to the overall transportation system, consistent with Policy M 1.2.2 from the 2030 General Plan.</p>

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Mitigation Measure or Mitigating Policy	Discussion
<p>including peak travel times, unless maintaining this LOS would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. LOS F conditions may be acceptable, provided that provisions are made to improve the overall system and/or promote non-vehicular transportation and transit as part of a development project or a City-initiated project.</p> <p>Base Level of Service Standard – the City shall seek to maintain the following standards for all areas outside of multi-modal districts.</p> <p>Maintain operations on all roadways and intersections at LOS A-D at all times, including peak travel times, unless maintaining this LOS would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. LOS E or F conditions may be accepted, provided that provisions are made to improve the overall system and/or promote non-vehicular transportation as part of a development project or a City-initiated project.</p> <p>Roadways Exempt from Level of Service Standard – The above LOS standards shall apply to all roads, intersections, or interchanges within the City except as specified below. If a Traffic Study is prepared and identifies a significant LOS impact to a roadway or intersection that is located within one of the roadway corridors described below, the project would not be required in that particular instance to widen roadways in order for the City to find project conformance with the General Plan. Instead, General Plan conformance could still be found if the project provides improvements to other parts of the city wide transportation system in order to improve transportation-system-wide roadway capacity, to make intersection improvements, or to enhance non-auto travel modes in furtherance of the General Plan goals. The improvements would be required within the project site vicinity or within the area affected by the project's vehicular traffic impacts. With the provision of such other transportation infrastructure improvements, the project would not be required to provide any mitigation for vehicular traffic impacts to the listed road segment in order to conform to the General Plan.</p> <p>12th/14th Avenue: State Route 99 to 36th Street 24th Street: Meadowview Road to Delta Shores Circle 65th Street: Folsom Boulevard to 14th Avenue Alhambra Boulevard: Folsom Boulevard to P Street Arcade Boulevard: Marysville Boulevard to Del Paso Boulevard Arden Way: Capital City Freeway to Ethan Way Blair Avenue/47th Avenue: S. Land Park Drive to Freeport Boulevard Broadway: 15th Street to Franklin Boulevard</p>	

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Mitigation Measure or Mitigating Policy	Discussion
<p>Broadway: 58th to 65th Streets El Camino Avenue: Stonecreek Drive to Marysville Boulevard El Camino Avenue: Capitol City Freeway to Howe Avenue Elder Creek Road: 65th Street to Power Inn Road Florin Perkins Road: 14th Avenue to Elder Creek Road Florin Road: Greenhaven Drive to I-5; 24th Street to Franklin Boulevard Folsom Boulevard: 34th Street to Watt Avenue Freeport Boulevard: Broadway to Seamas Avenue Fruitridge Road: Franklin Boulevard to SR 99 Garden Highway: Truxel Road to Northgate Boulevard Howe Avenue: American River Drive to Folsom Boulevard J Street: 43rd Street to 56th Street Mack Road: Meadowview Road to Stockton Boulevard Martin Luther King Boulevard: Broadway to 12th Avenue Marysville Boulevard: I-80 to Arcade Boulevard Northgate Boulevard: Del Paso Road to SR 160 Raley Boulevard: Bell Avenue to I-80 Roseville Road: Marconi Avenue to I-80 Royal Oaks Drive: SR 160 to Arden Way Truxel Road: I-80 to Gateway Park</p> <p>Modify LOS Policies for Five Special Study Segments - The City shall exempt the following five special study segments, in the event that the Street Classification diagram is modified to reduce the number of lanes on those segments from four lanes to two lanes.</p> <p>24th Street: Meadowview Road to Cosumnes River Boulevard Capitol Mall: 3rd Street to 5th Street Folsom Boulevard: 34th Street to 47th Street and 59th Street to 65th Street Garden Highway: Truxel Road to Northgate Boulevard J Street: 43rd Street to 56th Street</p>	
<p>M 1.2.3 - Multimodal Access. The City shall promote the provision of multimodal access to activity centers such as commercial centers and corridors, employment centers, transit stops/stations, airports, schools, parks, recreation areas, historic sites, and tourist attractions.</p>	<p>This policy is directed to the City, not to new development. Please see discussion related to Policy M 1.2.1, above. The context of the previous discussion is relevant in this context, as well.</p>
<p>M 1.3.1 - Grid Network. The City shall require all new residential, commercial, or mixed-use development that proposes or is required to construct or extend streets to develop a transportation network that provides for a well-connected, walkable community, preferably as a grid or modified grid.</p>	<p>The project site is developed and the proposed project would maintain existing public rights-of-way in the downtown Sacramento grid transportation network as a part of the proposed design.</p>
<p>M 1.3.2 - Private Complete Streets. The City shall require large private</p>	<p>The project site is developed and the proposed project would maintain existing</p>

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Mitigation Measure or Mitigating Policy	Discussion
developments (i.e., office parks, apartment complexes, retail centers) to provide internal complete streets that connect to the existing roadway system.	public rights-of-way in the downtown Sacramento grid transportation network as a part of the proposed design. The project proposes internal East-West and North-South Promenades.
M 1.3.3 - Eliminate Gaps. The City shall eliminate “gaps” in roadways, bikeways, and pedestrian networks. The City shall construct new multi-modal crossings of the Sacramento and American Rivers. The City shall plan and seek funding to construct grade-separated crossings of freeways, rail lines, canals, creeks, and other barriers to improve connectivity. The City shall construct new bikeways and pedestrian ways in existing neighborhoods to improve connectivity.	This policy is directed to the City, not to new development. The 2010 City/County Bikeway Master Plan provides that N Street is a primary east-west bicycle and pedestrian connection between the Sacramento River and the Capitol with wide sidewalks. Similarly, the Capitol Mall provides an east-west connection for bicycles via a Class II bicycle lane. North-south bicycle access is provided via a Class II bicycle lane on 5th Street (northbound) and 9th Street (southbound). The project proposes both long-term and short-term bicycle parking spaces in conformance with applicable bicycle parking standards for the Central Business District in City Code Chapter 17.608. In addition, the project will comply with CalGreen standards for non-residential uses (including spaces for hotel and neighborhood support/retail uses) that require short-term bicycle parking be permanently anchored bicycle racks within 100 feet of a visitor entrance, visible to passersby for 5% of the visitor vehicle parking capacity. The project proposes to plan pedestrian and bicycle connections on-site to connect and integrate into the City’s existing multi-modal transportation network. Please see Section 4.11 of this EIR (Transportation/Traffic) and Appendix N (PUD Guidelines) for details about the multi-modal transportation network in the vicinity of the project site.
M 1.3.5 - Connectivity to Transit Stations. The City shall provide and enhance connectivity between modes by identifying roadway, bikeway, and pedestrian way improvements to be constructed within ½ mile of major transit stations. Transportation improvements in the vicinity of major transit stations shall emphasize the development of complete streets.	This policy is directed to the City, not to new development. The project site is located in a portion of the City with relatively frequent transit service. There are 4 light rail stops within ¼ of the center of the project site (please see Figure 4 in the traffic study for the project, Appendix H). The project site is developed and the proposed project would maintain existing public rights-of-way in the downtown Sacramento grid transportation network as a part of the proposed design. The project proposes internal east-west and north-south promenades. The grid transportation network provides direct and unimpeded access to the area’s transit stops. The project will improve the existing mid-block crosswalk from Sacramento Commons to the light rail station on O Street, with landscape treatment and paving material changes that highlight and enhance the visibility of the crosswalk.
M 1.3.6 - Multi-Jurisdictional Transportation Corridors. The City shall work with adjacent jurisdictions to identify existing and future transportation corridors that should be linked across jurisdictional boundaries so that sufficient right-of-way may be preserved.	This policy is directed to the City, not to new development.
M 1.4.1 - Increase Vehicle Occupancy. The City shall work with a broad range of agencies (e.g., SACOG, SMAQMD, Sacramento RT, Caltrans) to encourage and support programs that increase vehicle occupancy including the provision of	This policy is directed to the City, not to new development.

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Mitigation Measure or Mitigating Policy	Discussion
traveler information, shuttles, preferential parking for carpools/vanpools, transit pass subsidies, and other methods.	
M 1.4.2 - Automobile Commute Trip Reduction. The City shall encourage employers to provide transit subsidies, bicycle facilities, alternative work schedules, ridesharing, telecommuting and work-at-home programs, employee education, and preferential parking for carpools/vanpools.	This policy is directed to the City, not to new development. However, the project proposes to become a member of the Sacramento Transportation Management Association.
M 1.4.3 - Transportation Management Associations. The City shall encourage commercial, retail, and residential developments to participate in or create Transportation Management Associations.	This policy is directed to the City, not to new development. However, the project proposes to become a member of the Sacramento Transportation Management Association.
M 1.5.6 - Provide Fair Share of Intelligent Transportation Systems Improvements. The City shall coordinate with Caltrans and provide a fair share of funding to implement Intelligent Transportation Systems improvements on the following freeway segments, upon mutual agreement of terms between the City and Caltrans. Interstate 5: Arena Boulevard to I-80 Interstate 5: I-80 to West El Camino Avenue State Route 50: Freeport Boulevard to State Route 99 State Route 50: 59th Street to 65th Street State Route 50: Howe Avenue to Watt Avenue State Route 51 (Capital City Freeway): Watt Avenue to I-80 State Route 51 (Capital City Freeway): Arden Way to El Camino Avenue State Route 99: Broadway to 12th Avenue	This policy is directed to the City, not to new development.
M 2.1.1 - Pedestrian Master Plan. The City shall maintain and implement a Pedestrian Master Plan that carries out the goals and policies of the General Plan and defines: the type and location of pedestrian-oriented streets and pathways; standards for sidewalk width, improvements, amenities, and street crossings; the schedule for public improvements; and developer responsibilities. All new development shall be consistent with the applicable provisions of the Pedestrian Master Plan.	This policy is directed to the City, not to new development. The project site plan design and overall proposed project is intended to be pedestrian friendly and oriented (Kittleson & Associates, 2014a; see Section 4.11 of this EIR, "Transportation/Traffic"). As such, it is supportive of the policies and goals in the 2006 Pedestrian Master Plan that identifies this area as a pedestrian street corridor with a wide sidewalk/bike lane present on N Street adjacent to the project site.
M 2.1.2 - Sidewalk Design. The City shall require that sidewalks wherever possible be developed at sufficient width to accommodate pedestrians including the disabled; a buffer separating pedestrians from the street and curbside parking; amenities; and allow for outdoor uses such as cafes.	However, the project proposes to maintain and enhance the planted landscape buffer between the street and sidewalks at the perimeter of the project site. The project will be designed to ensure efficient vehicular access for the project and minimizing curb cuts and conflicts with the safety of pedestrians, bicyclists, and transit users. The project will improve the existing mid-block crosswalk from Sacramento Commons to the light rail station on O Street, with landscape treatment and paving material changes that highlight and enhance the visibility of the crosswalk. The project will plan pedestrian and bicycle connections on-site to connect and integrate into the City's existing multi-modal transportation network and design and improve the landscaped internal promenades to serve

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Mitigation Measure or Mitigating Policy	Discussion
	both residents and other site users. Please see the project’s PUD Guidelines – Appendix N of this EIR – for more detail.
<p>M 2.1.3 - Streetscape Design. The City shall require that pedestrian-oriented streets be designed to provide a pleasant environment for walking including shade trees; plantings; well-designed benches, trash receptacles, news racks, and other furniture; pedestrian-scaled lighting fixtures; wayfinding signage; integrated transit shelters; public art; and other amenities.</p>	<p>The project proposes landscaping to enhance the pedestrian experience, complement on-site development, and improve the appeal and identity of the community. The East-West Promenade, which connects pedestrians and bicyclists to the light rail station, is proposed to be designed to enhance the pedestrian experience through the site, with shaded and well-lit pathways and durable seating areas. The project proposes a common theme, material, and color specification should be chosen for site lighting and furnishings (such as seating areas, trash receptacles, tree grates, and bollards) to create a unique identity for Sacramento Commons. Pedestrian lighting is proposed to provide adequate lighting for safety and navigation, but avoid glare into living spaces of adjoining residential units. Site furniture, including benches and small trash receptacles is proposed to be located and placed in highly visible pedestrian areas. Tables and chairs in outdoor seating areas are proposed to be compatible in design aesthetics, material quality, and color to the site furnishings on-site to maintain an overall uniform design theme throughout the community. See also the discussion above related to Policy M 2.1.2. Please see the project’s PUD Guidelines – Appendix N of this EIR – for more detail.</p>
<p>M 2.1.4 - Cohesive Network. The City shall develop a cohesive pedestrian network of public sidewalks and street crossings that makes walking a convenient and safe way to travel.</p>	<p>Please refer to the discussion above related to Policies M 1.3.1, M 1.3.3, M 1.3.5, M 2.1.2, and M 2.1.3. The context of the previous discussion is relevant in this context, as well.</p>
<p>M 2.1.5 - Continuous Network. The City shall provide a continuous pedestrian network in existing and new neighborhoods that facilitates convenient pedestrian travel free of major impediments and obstacles.</p>	<p>Please refer to the discussion above related to Policies M 1.3.1, M 1.3.3, M 1.3.5, M 2.1.2, and M 2.1.3. The context of the previous discussion is relevant in this context, as well.</p>
<p>M 2.1.6 - Building Design. The City shall ensure that new buildings are designed to engage the street and encourage walking through design features such as placing the building with entrances facing the street and providing connections to sidewalks.</p>	<p>The project proposes new buildings consistent with setbacks of existing buildings on the street. Residential buildings are proposed to be oriented to the street or common open space. Proposed non-residential buildings are located adjacent to existing streets and oriented to the street rights-of-way. The proposed project is anticipated to generate substantial pedestrian activity. The PUD Guidelines for the project illustrate proposed East-West and North-South Promenades that continue the grid of the City and allow easy pedestrian flow internally to nearby transit stops and the surrounding downtown area activities and destinations. To ensure the safety of pedestrians, the proposed project will be conditioned to design the project frontage and all access points within the proposed site in accordance to the City’s “Pedestrian Friendly Street Standards,” subject to review and approval of City Department of Public Works. The proposed project’s PUD Guidelines ensure that the project would include pedestrian connections on-site to connect and integrate into the City’s existing multi-modal transportation network. Please refer to Appendix N for more detail</p>

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Mitigation Measure or Mitigating Policy	Discussion
	on the proposed project’s planned pedestrian improvements. The project site is located in the Central City, which contains sidewalks, short blocks, an urban tree canopy, and other features that encourage pedestrians to walk to nearby destinations. The existing City sidewalk network is adequate and can accommodate increased pedestrian activity related to the proposed project.
M 2.1.7 - Parking Facility Design. The City shall ensure that new automobile parking facilities are designed to facilitate safe and convenient pedestrian access, including clearly defined corridors and walkways connecting parking areas with buildings.	The project will be designed to ensure efficient vehicular access for the project, including on-site proposed parking structures, and minimizing curb cuts and potential conflicts with pedestrians, bicyclists, and transit users. The intent of parking, loading, and service area PUD Guidelines are to minimize the visual impact of these uses in public areas, while maintaining their efficient function. Most of the parking provided for Sacramento Commons will be in parking structures or podium garages beneath residential development, wrapped with live-work uses. Therefore, it will be important to ensure that circulation to and from parking garages is safe and visible for drivers, pedestrians, and bicyclists. Please see the project’s PUD Guidelines – Appendix N of this EIR – for more detail.
M 2.1.8 - Housing and Destination Connections. The City shall require new subdivisions and large-scale developments to include safe pedestrian walkways that provide direct links between streets and major destinations such as transit stops and stations, schools, parks, and shopping centers.	Please refer to the discussions above related to Policies M 1.3.1, M 1.3.3, M 1.3.5, M 2.1.2, and M 2.1.3. The context of the previous discussions is relevant in this context, as well.
M 2.1.9 - Pedestrian Awareness Education. The City shall develop partnerships with local organizations to develop education materials and promote pedestrian awareness.	This policy is directed to the City, not to new development.
M 2.1.10 – Safe Pedestrian Crossings. The City shall improve pedestrian safety at intersections and mid-block locations by providing safe, well-marked pedestrian crossings, bulb-outs, or median refuges that reduce crossing widths, and/or audio sound warnings.	Please refer to the discussion above related to Policies M 1.3.1, M 1.3.3, M 1.3.5, M 2.1.2, and M 2.1.3. The context of the previous discussion is relevant in this context, as well. Mitigation Measure 4.11-6 requires a traffic signal at the intersection of 6th Street and P Street, which will improve pedestrian crossing safety in this location.
M 3.1.1 - Transit for All. The City shall support a well-designed transit system that meets the transportation needs of Sacramento residents and visitors including seniors, the disabled, and transit-dependent persons. The City shall enhance bicycle and pedestrian access to stations.	This policy is directed to the City, not to new development. Please refer to the discussion above related to Policies M 1.3.1, M 1.3.3, M 1.3.5, M 2.1.2, and M 2.1.3. The context of the previous discussion is relevant in this context, as well.
M 3.1.2 - Maintain Services. The City shall work with transit providers to maintain services within the city that are timely, cost-effective, and responsive to growth patterns and enhance transit where feasible.	This policy is directed to the City, not to new development.
M 3.1.3 - Variety of Transit Types. The City shall consider a variety of transit types including high speed rail, inter-city rail, regional rail, light rail transit, bus rapid transit, trolleys (streetcars), enhanced buses, express buses, local buses, neighborhood shuttles, pedi-cabs, and jitneys to meet the needs of residents,	This policy is directed to the City, not to new development.

**Table O-2
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Mitigation Measure or Mitigating Policy	Discussion
workers, and visitors.	
M 3.1.4 - Reduced Transit Fares. The City shall work with Regional Transit to reduce fares within certain high density/intensity areas (e.g., Central Business District) of the city to facilitate increased transit ridership.	This policy is directed to the City, not to new development.
M 3.1.5 - Unified Traveler Information System. The City shall work with Regional Transit and SACOG to support local transit providers in developing and maintaining a unified traveler information system.	This policy is directed to the City, not to new development.
M 3.1.6 – Safe System. The City shall coordinate with Regional Transit to maintain a safe, clean, comfortable, and rider-friendly waiting environment at all transit stops within the City.	This policy is directed to the City, not to new development.
M 3.1.7 - Transit Amenities. The City shall work with transit providers to incorporate features such as traffic signal priority, queue jumps, exclusive transit lanes to improve transit operations.	This policy is directed to the City, not to new development.
M 3.1.9 - Demand-Responsive Service. The City shall support the provision of demand-responsive service (e.g., paratransit) and other transportation services for those unable to use conventional transit.	This policy is directed to the City, not to new development.
M 3.1.11 – Right-of-Way Preservation. The City shall assist Regional Transit in identifying and preserving rights-of-way suitable for transit services.	This policy is directed to the City, not to new development.
M 3.1.12 - Direct Access to Stations. The City shall ensure that projects located in the Central City and within ½ mile walking distance of existing and planned light rail stations provide direct pedestrian and bicycle access to the station area, to the extent feasible.	Please refer to the discussions above related to Policies M 1.3.1, M 1.3.3, M 1.3.5, M 2.1.2, and M 2.1.3. The context of the previous discussion is relevant in this context, as well.
M 3.1.13 - Light Rail Extensions and Enhancements. The City shall support the extension of light rail service to Sacramento International Airport, further extension in South Sacramento, and other improvements to facilities such as the 65th Street, Royal Oaks, and Swanston stations.	The project is located downtown, in an area with existing light rail service.
M 3.1.14 - Streetcar Facilities. The City shall support the development of streetcar lines in the Central City and other multi-modal districts.	This policy is directed to the City, not to new development. However, street car service is planned to serve the vicinity of the project site.
M 3.1.15 - Dedicated Bus Facilities. The City shall support the provision of dedicated bus lanes and related infrastructure as appropriate.	This policy is directed to the City, not to new development.
M 4.1.5 - Bridge Crossings. The City shall continue to work with adjacent jurisdictions establish the appropriate responsibilities to fund, evaluate, plan, design, construct, and maintain new river crossings.	This policy is directed to the City, not to new development.
M 4.2.1 - Adequate Rights-of-Way. The City shall ensure that all new roadway projects and major reconstruction projects provide appropriate and adequate rights-of-way for all users including bicyclists, pedestrians, transit riders, and motorists except where pedestrians and bicyclists are prohibited by law from	Please refer to the discussion above related to Policies M 1.3.1, M 1.3.3, M 1.3.5, M 2.1.2, and M 2.1.3. The context of the previous discussion is relevant in this context, as well.

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Mitigation Measure or Mitigating Policy	Discussion
using a given facility.	
M 4.2.2 - Pedestrian and Bicycle-Friendly Streets. The City shall ensure that new streets in areas with high levels of pedestrian activity (e.g., employment centers, residential areas, mixed-use areas, schools) support pedestrian travel by providing such elements as detached sidewalks, frequent and safe pedestrian crossings, large medians to reduce perceived pedestrian crossing distances, Class II bike lanes, frontage roads with on-street parking, and/or grade-separated crossings.	Please refer to the discussion above related to Policies M 1.3.1, M 1.3.3, M 1.3.5, M 2.1.2, and M 2.1.3. The context of the previous discussion is relevant in this context, as well.
M 4.2.3 - Adequate Street Tree Canopy. The City shall ensure that all new roadway projects and major reconstruction projects provide for the development of an adequate street tree canopy.	The project proposes to maintain and enhance the planted landscape buffer between the street and sidewalks at the perimeter of the project site. The project will plan pedestrian and bicycle connections on-site to connect and integrate into the City's existing multi-modal transportation network and design and improve the landscaped internal Promenades to serve both residents and other site users. The project proposes protection and incorporation of a majority of the existing Heritage Trees and City Street Trees in place and planting of additional trees on-site to maintain the City's robust urban forest. Please see the project's PUD Guidelines – Appendix N of this EIR – for more detail.
M 4.2.4 - Pedestrian and Bicycle Facilities on Bridges. The City shall identify existing and new bridges that can be built, widened, or restriped to add pedestrian and/or bicycle facilities.	This policy is directed to the City, not to new development.
M 4.2.5 – Multi-Modal Corridors. The City shall designate multi-modal corridors in the Central City, within and between urban centers, along major transit lines, and/or along commercial corridors to receive increased investment for transit, bikeway, and pedestrian way improvements.	This policy is directed to the City, not to new development.
M 4.2.6 - Identify Gaps in Complete Streets. The City shall identify streets that can be “more complete” either through a reduction in the number or width of travel lanes or conversions, with consideration for emergency vehicle operation. The City shall consider new bikeways, enhanced sidewalks, on-street parking, and exclusive transit lanes on these streets.	This policy is directed to the City, not to new development. Please refer to the discussion above related to Policies M 1.3.1, M 1.3.3, M 1.3.5, M 2.1.2, and M 2.1.3. The context of the previous discussion is relevant in this context, as well.
M 4.2.1 - Adequate Rights-of-Way. The City shall ensure that all new roadway projects and major reconstruction projects provide appropriate and adequate rights-of-way for all users including bicyclists, pedestrians, transit riders, and motorists except where pedestrians and bicyclists are prohibited by law from using a given facility.	Please refer to the discussion above related to Policies M 1.3.1, M 1.3.3, M 1.3.5, M 2.1.2, and M 2.1.3. The context of the previous discussion is relevant in this context, as well.
M 4.2.2 - Pedestrian and Bicycle-Friendly Streets. The City shall ensure that new streets in areas with high levels of pedestrian activity (e.g., employment centers, residential areas, mixed-use areas, schools) support pedestrian travel by providing such elements as detached sidewalks, frequent and safe pedestrian crossings, large medians to reduce perceived pedestrian crossing distances,	Please refer to the discussion above related to Policies M 1.3.1, M 1.3.3, M 1.3.5, M 2.1.2, and M 2.1.3. The context of the previous discussion is relevant in this context, as well.

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Mitigation Measure or Mitigating Policy	Discussion
Class II bike lanes, frontage roads with on-street parking, and/or grade-separated crossings.	
M 5.1.1 -Bikeway Master Plan. The City shall maintain and implement a Bikeway Master Plan that carries out the goals and policies of the General Plan. All new development shall be consistent with the applicable provisions of the Bikeway Master Plan.	Please refer to the discussion above related to Policies M 1.3.1, M 1.3.3, M 1.3.5, M 2.1.2, and M 2.1.3. The context of the previous discussion is relevant in this context, as well. Existing and proposed bicycle and pedestrian facilities within the vicinity of the project site, as documented in the 2010 City/County Bikeway Master Plan, are shown in Figure 4.11-4 in the Traffic/Transportation section of this EIR. According to the 2010 Master Plan, N Street will provide a primary east-west bicycle and pedestrian connection between the Sacramento River and the California State Capitol Building with wide sidewalks. Similarly, the Capitol Mall provides an east-west connection for bicycles via a Class II bicycle lane. North-south bicycle access is provided via a Class II bicycle lane on 5th Street (northbound) and 9th Street (southbound). The Master Plan does not have requirements for the project.
M 5.1.2 -Appropriate Bikeway Facilities. The City shall provide bikeway facilities that are appropriate to the street classifications and type, traffic volume, and speed on all right-of-ways.	This policy is directed to the City, not to new development. Please refer to the discussion above related to Policies M 1.3.1, M 1.3.3, M 1.3.5, M 2.1.2, and M 2.1.3. The context of the previous discussion is relevant in this context, as well.
M 5.1.3 -Conformance to Applicable Standards. The City shall require all bikeways to conform to applicable Federal and State standards.	This policy is directed to the City, not to new development. Please refer to the discussion above related to Policies M 1.3.1, M 1.3.3, M 1.3.5, M 2.1.2, and M 2.1.3. The context of the previous discussion is relevant in this context, as well.
M 5.1.4 - Motorists, Bicyclists, and Pedestrian Conflicts. The City shall develop safe and convenient bikeways that reduce conflicts between bicyclists and motor vehicles on streets, and bicyclists and pedestrians on multi-use trails and sidewalks.	This policy is directed to the City, not to new development. Please refer to the discussion above related to Policies M 1.3.1, M 1.3.3, M 1.3.5, M 2.1.2, and M 2.1.3. The context of the previous discussion is relevant in this context, as well.
M 5.1.5 - Speed Management Policies. The City shall develop and implement speed management policies that support driving speeds on all city streets that are safe for bicyclists.	This policy is directed to the City, not to new development. Please refer to the discussion above related to Policies M 1.3.1, M 1.3.3, M 1.3.5, M 2.1.2, and M 2.1.3. The context of the previous discussion is relevant in this context, as well.
M 5.1.6 - Connections between New Development and Bicycle Facilities. The City shall require that new development provides connections to and does not interfere with existing and proposed bicycle facilities.	This policy is directed to the City, not to new development. Please refer to the discussion above related to Policies M 1.3.1, M 1.3.3, M 1.3.5, M 2.1.2, and M 2.1.3. The context of the previous discussion is relevant in this context, as well.
M 5.1.7 - Class II Bike Lane Requirements. The City shall require Class II bike lanes on all new arterial and collector streets.	The project does not propose new arterial or collector streets.
M 5.1.8 - Connections between New Development and Bikeways. The City shall ensure that new commercial and residential development projects provide frequent and direct connections to the nearest bikeways.	This policy is directed to the City, not to new development. Please refer to the discussion above related to Policies M 1.3.1, M 1.3.3, M 1.3.5, M 2.1.2, and M 2.1.3. The context of the previous discussion is relevant in this context, as well.
M 5.1.9 - Conversion of Underused Facilities. The City shall convert underused rights-of-way along travel lanes, drainage canals, and railroad corridors to bikeways wherever possible and desirable.	This policy is directed to the City, not to new development.

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Mitigation Measure or Mitigating Policy	Discussion
M 5.1.10 - Bike Safety for Children. The City shall support infrastructure and programs that encourage children to bike safely to school.	This policy is directed to the City, not to new development. Please refer to the discussion above related to Policies M 1.3.1, M 1.3.3, M 1.3.5, M 2.1.2, and M 2.1.3. The context of the previous discussion is relevant in this context, as well.
M 5.1.11 - Bike Facilities in New Developments. The City shall require that larger new development projects (e.g., park-and-ride facilities, employment centers, educational institutions, recreational and retail destinations, and commercial centers) provide bicycle parking (i.e., short-term bicycle parking for residents or employees), personal lockers, showers, and other bicycle-support facilities.	This policy is directed to the City, not to new development. Please refer to the discussion above related to Policies M 1.3.1, M 1.3.3, M 1.3.5, M 2.1.2, and M 2.1.3. The context of the previous discussion is relevant in this context, as well.
M 5.1.12 - Bicycle Parking at Transit Facilities. The City shall coordinate with transit operators to provide for secure short- and long-term bicycle parking at all light rail stations, bus rapid transit stations, and major bus transfer stations.	This policy is directed to the City, not to new development.
M 5.1.13 - Public Information and Education. The City shall promote bicycling through public information and education, including the publication of literature concerning bicycle safety and the health and environmental benefit of bicycling.	This policy is directed to the City, not to new development.
M 6.1.1 - Appropriate Parking. The City shall ensure that appropriate parking is provided, considering access to existing and funded transit, shared parking opportunities for mixed-use development, and implementation of Transportation Demand Management plans.	The project proposes on-site parking in podium parking garages and parking structures that serve the needs of residents, occupants, and other guests to the community, but do not dominate the street scene. The project proposes parking ratios that take advantage of other modes of transit conveniently surrounding the property. Vehicular parking for Sacramento Commons is accommodated on-site through podium parking garages below the mid-rise units and two parking structures. The project proposes 1 space per unit for apartments and live-work units, 1.25 space per unit for condominium units, 1 space per 2 guest rooms for the hotel, and 1 space per 500 gross square feet of retail plus spaces for additional hotel services (conference center, restaurant, etc.) or events.
M 6.1.2 - Reduce Minimum Parking Standards. The City shall reduce minimum parking standards over time to promote walkable neighborhoods and districts and to increase the use of transit and bicycles.	This policy is directed to the City, not to new development.
M 6.1.3 - Identify Parking Deficiencies and Conflicts. The City shall monitor parking supply and utilization to identify deficiencies or conflicts as they develop, particularly for public parking areas in the Central City.	This policy is directed to the City, not to new development.
M 6.1.4 - Reduction of Parking Areas. The City shall strive to reduce the amount of land devoted to parking through such measures as development of parking structures, the application of shared parking for mixed-use developments, and the implementation of transportation Demand Management plans to reduce parking needs.	This policy is directed to the City, not to new development. Please see discussion above related to Policy M 6.1.1. The context of the previous discussion is relevant in this context, as well.
M 6.1.5 - Maximize On-Street Parking Turnover. The City shall implement parking management tools (including emerging technology) that maximize on-street parking turnover, where appropriate.	This policy is directed to the City, not to new development.

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Mitigation Measure or Mitigating Policy	Discussion
M 6.1.6 - Residential Permit Parking. The City shall manage the city's Residential Permit Parking (RPP) areas in a way that protects the residential character of the neighborhoods, ensures adequate parking availability for residents, and supports the needs of small, neighborhood-supporting businesses.	This policy is directed to the City, not to new development.
M 6.1.7 - Disincentives for Single-Occupant Vehicle Trips. The City shall discourage single-occupant vehicle trips through parking supply and pricing controls in areas where supply is limited and alternative transportation modes are available.	This policy is directed to the City, not to new development.
M 9.1.1 - New Development Fees. The City shall assess fees on all new development for all transportation modes to ensure that new development bears its fair share of the costs for new and expanded facilities.	The project will be required to pay applicable fees.
M 9.1.5 - Funding of Facilities for Urban Centers. The City shall advance the implementation of transportation backbone facilities in the Central Business District and other urban centers through bonding and innovative funding measures.	This policy is directed to the City, not to new development.
LU 1.1.1 - Regional Leadership. The City shall be the regional leader in sustainable development and encourage compact, higher-density development that conserves land resources, protects habitat, supports transit, reduces vehicle trips, improves air quality, conserves energy and water, and diversifies Sacramento's housing stock.	This policy is directed to the City, not to new development.
LU 1.1.4 - Leading Infill Growth. The City shall facilitate infill development through active leadership and the strategic provision of infrastructure and services and supporting land uses.	This policy is directed to the City, not to new development. The project site is in an infill location. The land use designation for the proposed project, according to the Sacramento 2030 General Plan and draft 2035 General Plan, is "Central Business District" (CBD). This designation provides for mixed-use, high-rise development and single-use or mixed-use development within easy access to transit (e.g., ground-floor office/retail with residential apartments and condominiums above). Allowable uses within this designation include office, retail, and service uses; condominiums and apartments; gathering places (such as a plaza, courtyard, or park); and compatible public, quasi-public, and special uses. The proposed project is consistent with the CBD designation, given the proposed land uses.
LU 2.1.3 – Complete and Well-Structured Neighborhoods. The City shall promote the design of complete and well-structured neighborhoods whose physical layout and land use mix promote walking to services, biking, and transit use; foster community pride; enhance neighborhood identity; ensure public safety; are family-friendly and address the needs of all ages and abilities.	This policy is directed to the City, not to new development. Please refer to the discussion above related to Policies M 1.3.1, M 1.3.3, M 1.3.5, M 2.1.2, and M 2.1.3. The context of the previous discussion is relevant in this context, as well.
LU 2.5.1 - Connected Neighborhoods, Corridors, and Centers. The City shall require that new development, both infill and greenfield, maximizes connections	This policy is directed to the City, not to new development. Please refer to the discussion above related to Policies M 1.3.1, M 1.3.3, M 1.3.5, M 2.1.2, and M

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Mitigation Measure or Mitigating Policy	Discussion
and minimizes barriers between neighborhoods corridors, and centers within the city.	2.1.3. The context of the previous discussion is relevant in this context, as well.
LU 2.5.2 - Overcoming Barriers to Accessibility. The City shall strive to remove and minimize the effect of natural and manmade barriers to accessibility between and within existing neighborhoods corridors, and centers.	This policy is directed to the City, not to new development. Please refer to the discussion above related to Policies M 1.3.1, M 1.3.3, M 1.3.5, M 2.1.2, and M 2.1.3. The context of the previous discussion is relevant in this context, as well.
LU 2.6.4 - Existing Structure Reuse. The City shall encourage the retention of existing structures and promote their adaptive reuse and renovation with green building technologies to retain the structures' embodied energy, increase energy efficiency, make it more energy efficient, and limit the generation of waste.	This policy is directed to the City, not to new development projects. The project proposes retention of some, but not all existing structures on the project site.
LU 2.7.5 - Development along Freeways. The City shall promote high-quality development character of buildings along freeway corridors and protect the public from the adverse effects of vehicle-generated air emissions, noise, and vibration, using such techniques as: Requiring extensive landscaping and trees along the freeway fronting elevation. Establish a consistent building line, articulating and modulating building elevations and heights to create visual interest. Include design elements that reduce noise and provide for proper filtering, ventilation, and exhaust of vehicle air emissions.	The project site is not located adjacent to any freeways.
LU 2.7.6 – Walkable Blocks. The City shall require new development projects to create walkable, pedestrian-scaled blocks, publicly accessible mid-block and alley pedestrian routes where appropriate, and sidewalks appropriately scaled for the anticipated pedestrian use.	Please refer to the discussion above related to Policies M 1.3.1, M 1.3.3, M 1.3.5, M 2.1.2, and M 2.1.3. The context of the previous discussion is relevant in this context, as well.
LU 4.1.3 - Walkable Neighborhoods. The City shall require the design and development of neighborhoods that are pedestrian friendly and include features such as short blocks, broad and well-appointed sidewalks (e.g., lighting, landscaping, adequate width), tree-shaded streets, buildings that define and are oriented to adjacent streets and public spaces, limited driveway curb cuts, paseos and pedestrian lanes, alleys, traffic-calming features, convenient pedestrian street crossings, and access to transit.	Please refer to the discussion above related to Policies M 1.3.1, M 1.3.3, M 1.3.5, M 2.1.2, and M 2.1.3. The context of the previous discussion is relevant in this context, as well.
LU 4.1.4 - Walkable Neighborhoods. The City shall require the design and development of neighborhoods that are pedestrian friendly and include features such as short blocks, broad and well-appointed sidewalks (e.g., lighting, landscaping, adequate width), tree-shaded streets, buildings that define and are oriented to adjacent streets and public spaces, limited driveway curb cuts, paseos and pedestrian lanes, alleys, traffic-calming features, convenient pedestrian street crossings, and access to transit.	Please refer to the discussion above related to Policies M 1.3.1, M 1.3.3, M 1.3.5, M 2.1.2, and M 2.1.3. The context of the previous discussion is relevant in this context, as well.
LU 4.2.1 - Enhanced Walking and Biking. The City shall pursue opportunities to promote walking and biking in existing suburban neighborhoods through improvements such as: Introducing new pedestrian and bicycle connections. Adding bike lanes and designating and signing bike routes.	The proposed project site is in downtown Sacramento. The Policy is for suburban areas.

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Mitigation Measure or Mitigating Policy	Discussion
Narrowing streets where they are overly wide. Introducing planting strips and street trees between the curb and sidewalk. Introducing traffic circles, speed humps, traffic tables, and other appropriate traffic-calming improvements	
LU 5.5.2 - Transit-Oriented Development. The City shall actively support and facilitate mixed-use retail, employment, and residential development around existing and future transit stations.	The proposed project is a transit-oriented development project. Please refer to the discussion above related to Policies M 1.3.1, M 1.3.3, M 1.3.5, M 2.1.2, and M 2.1.3. The context of the previous discussion is relevant in this context, as well.
LU 6.1.8 - Sidewalks and Pedestrian Amenities. The City shall require that sidewalks along mixed-use corridors are wide enough to accommodate significant pedestrian traffic and the integration of public amenities and landscaping.	Please refer to the discussion above related to Policies M 1.3.1, M 1.3.3, M 1.3.5, M 2.1.2, and M 2.1.3. The context of the previous discussion is relevant in this context, as well.
LU 7.1. 2 - Housing in Employment Centers. The City shall require compatible integration of housing in existing and proposed employment centers to help meet housing needs and reduce vehicle trips and commute times, where such development will not compromise the City’s ability to attract and maintain employment-generating uses.	<p>The project proposes residential development in the primary employment enter of the region (downtown Sacramento). Please refer to the discussion above related to Policies M 1.3.1, M 1.3.3, M 1.3.5, M 2.1.2, and M 2.1.3. The context of the previous discussion is relevant in this context, as well.</p> <p>In SACOG’s MTP/SCS, there are different “community types” that share certain land use, urban design, and transportation characteristics. The project site is located in a “Center and Corridor” Community Type, according to the MTP/SCS. According to SACOG, the project has benefits related to transportation that are a product of the location of the project site. Namely:</p> <p>“Sacramento Commons project location has two locational attributes which are beneficial in terms of land use/transportation interactions, and achieving regional goals of reducing vehicle miles traveled (VMT), passenger vehicle greenhouse gases (GHG), and increasing the utilization and productivity of transit services:</p> <ul style="list-style-type: none"> • The project site is located in a “Center/Corridor” community type • The project site is located in close proximity to the Sacramento Central Business District employment center. <p>Center/Corridor community areas are characterized by higher intensity development, greater accessibility to employment and services, and in general, better transit service and pedestrian/bike amenities than other community types (see pp.76-79 and Tables 5A.1 and 5A.2 in the 2012 MTP/SCS report). Because of these characteristics, residents of Center/Corridor community areas:</p> <ul style="list-style-type: none"> • Generate 29 percent less [vehicle miles traveled] VMT per capita than average; and

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Mitigation Measure or Mitigating Policy	Discussion
	<ul style="list-style-type: none"> • Are more than twice as many person trips by transit, walk, or bicycle modes than average. <p>The Sacramento Commons project site is located within the downtown Sacramento employment center. This employment center is both the largest, and most imbalanced, employment center in the region. The 2012 MTP/SCS envisioned a development pattern that would improve the jobs/housing balance in the downtown Sacramento employment center, in large measure by adding new residences either within or in close proximity to the center. Table 3.12 of in the 2012 MTP/SCS shows that the Downtown Sacramento employment center goes from a jobs/housing ratio of 2.25 to 2.00, moving significantly toward a balanced ratio of 1.2. By adding housing in this location, the proposed project will provide housing options, which allow for shorter commutes, and more commutes by biking, walking and transit” (SACOG 2014).</p>
<p>6.13 Urban Design and Visual Resources – General Plan Mitigation Measures and Mitigating Policies Identified to Address Potential Urban Design and Visual Resource Impacts Associated with Development within the City</p>	
<p>ER 7.1.5 - Lighting. The City shall minimize obtrusive light by limiting outdoor lighting that is misdirected, excessive, or unnecessary.</p>	<p>This mitigating policy has been incorporated into the project design, as described in the project’s PUD Guidelines (Appendix N), which demonstrates how the project will avoid adverse effects in this area. The PUD Guidelines describe the use of low lighting focused on a safe pedestrian environment and preventing unnecessary light spillage or glare on adjacent residential units. The PUD Guidelines describe how the project will avoid glare that is detectable by adjoining residential units (pp. 27, 43, 49, 53, 58, and 59). Please refer to Appendix N for more detail. Additionally, the project proposes parking garages and the removal of existing surface parking (surface parking could result in glare as a result of headlights).</p>
<p>ER 7.1.6 - Glare. The City shall require that new development avoid the creation of incompatible glare through development design features.</p>	<p>Please see discussion above related to Policy ER 7.1.5. The context of the previous discussion is relevant in this context, as well.</p>
<p>LU 6.1.14 - Compatibility with Adjoining Uses. The City shall ensure that the introduction of higher-density mixed-use development along major arterial corridors is compatible with adjacent land uses, particularly residential uses, by requiring such features as: Buildings setback from rear or side yard property lines adjoining single-family residential uses; Building heights stepped back from sensitive adjoining uses to maintain appropriate transitions in scale and to protect privacy and solar access; Landscaped off-street parking areas, loading areas, and service areas screened from adjacent residential areas, to the degree feasible; and</p>	<p>According to the City’s 2030 General Plan Street Classifications exhibit for the Core Area, 5th, N, and P streets are arterials. There are no single-family residential uses in the vicinity of the project site. The project is designed to place the taller buildings on the eastern portion of the project site, further from existing residential uses on the 4-block area that includes the project site. The project proposes to minimize the visual impact of parking, loading, and service, while maintaining their efficient function. Most of the parking provided for Sacramento Commons will be in parking structures or podium garages beneath residential development, wrapped with live-work uses. Landscaped screening or short walls</p>

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Mitigation Measure or Mitigating Policy	Discussion
Lighting shielded and directed downward to minimize impacts on adjacent residential uses.	are to be applied on the sides of the parking structure or garage to shield headlights of parked cars from ground floor uses. Loading and services areas for non-residential uses on the site are to be designed to minimize visibility from the adjoining streets. Loading, trash, and recycling areas should be accessible from the side or rear of buildings in secondary alleys or driveways (off primary streets) or in pull-out areas or bays, screened from public view.
LU 7.2.5 - Industrial Development Design. The City shall require that new and renovated industrial properties and structures incorporate high high-quality design and maintenance including: Extensive on-site landscaping and buffers; Visual screening of areas used for outdoor storage, processing, and other industrial operations; Consistent architectural treatment of all building elevations; Consistent and well-designed signage; Control of on-site lighting, noise, odors, vibrations, toxic materials, truck access, and other factors that may impact adjoining non-industrial land uses; and Employee amenities, such as outdoor seating for employees.	The project does not propose industrial development.
Mitigation Measure 6.13-1: City shall amend the Zoning Code to prohibit new development from: using reflective glass that exceeds 50 percent of any building surface and on the ground three floors; using mirrored glass; using black glass that exceeds 25 percent of any surface of a building; and using metal building materials that exceed 50 percent of any street-facing surface of a primarily residential building.	The PUD Guidelines (Section 3.2.2) includes project requirements related glare and is discussed on page 59: "Building materials should be selected to minimize the impacts of glare on surrounding development... Materials and glass textures that clad tower façades should be carefully chosen to reduce glare and reflectivity."
Mitigation Measure 6.13-3 Implement Mitigation Measure 6.13-1.	See discussion related to Mitigation Measure 6.13-1 above. The context of the previous discussion is relevant in this context, as well.

REFERENCES

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Federal Transit Administration. 2006 (May). *Transit Noise and Vibration Impact Assessment*. FTA-VA-90-1003-06. Washington, DC: Office of Planning and Environment.

Sacramento Area Council of Governments (SACOG). 2014. Letter from Mike McKeever, SACOG, to Scott Johnson, City of Sacramento, dated December 19, 2014.