

**REVISED GREYHOUND BUS TERMINAL RELOCATION PROJECT
(P10-020)
MITIGATION MONITORING PLAN**

**Revised Greyhound Bus Terminal Relocation Project (P10-20)
Mitigation Monitoring Plan
Mitigation Agreement**

PROJECT NAME / FILE NUMBER: Revised Greyhound Bus Terminal Relocation Project (P10-020)

OWNER/DEVELOPER/APPLICANT: Kirk Thompson
Department of General Services
City of Sacramento
5730 24th Street, Building 4
Sacramento, California 95822
(916) 808-8431

I, Reina J. Schwartz (owner/developer/applicant), agree to amend the Revised Greyhound Bus Terminal Relocation project application to incorporate the attached mitigation measures as identified in the Initial Study for the project. I understand that by agreeing to these mitigation measures, all identified potentially significant environmental impacts should be reduced to below a level of significance, thereby enabling the Environmental Coordinator to prepare a Subsequent Mitigated Negative Declaration of environmental impact for the above referenced project.

I also understand that the City of Sacramento will adopt a Mitigation Monitoring Plan (Plan) for this project. This Plan will be prepared by the Community Development Department, pursuant to the California Environmental Quality Act Guidelines Section 21081.6 and pursuant to Article III of the City's Local Administrative Procedures for the Preparation of Environmental Documents.

I acknowledge that the Revised Greyhound Bus Terminal Relocation project, would be subject to this Plan at the time the Plan is adopted. This Plan will establish responsibilities for the monitoring of my project by various City Departments and by other public agencies under the terms of the agreed upon mitigation measures. I understand that the mitigation measures adopted for my project may require the expenditure of owner/developer funds where necessary to comply with the provisions of said mitigation measures.

Reina J. Schwartz
Signature (Owner/Developer/Applicant)

Director, Dept. of General Services
Title

4/21/10
Date

REVISED GREYHOUND BUS TERMINAL PROJECT (P10-020) MITIGATION MONITORING PLAN

This Mitigation Monitoring Plan (MMP) has been required by and prepared for the City of Sacramento Community Development Department, Environmental Planning Services, 300 Richards Boulevard, Sacramento, CA 95811, pursuant to Public Resources Code of California, Statute, 21081.6.

SECTION I – PROJECT IDENTIFICATION

Project Name: Revised Greyhound Bus Project (P10-020)

Owner/Developer/Applicant: Kirk Thompson
Department of General Services
City of Sacramento
5730 24th Street, Building 4
Sacramento, California 95822
(916) 808-8431

Redevelopment Project Manager: Rachel Hazlewood
City of Sacramento
Economic Development Department
Downtown Development Group
New City Hall, 915 I Street, 3rd Floor
Sacramento, California 95814
(916) 808-8645

City of Sacramento Contact: Dana Allen, Associate Planner
Environmental Planning Services
Community Development Department
300 Richards Boulevard
Sacramento, CA 95811
Phone: (916) 808-2762

Project Location: The project site is located at 420 Richards Boulevard. It is east of Interstate 5 (I-5), west of North 7th Street, on the south side of Richards Boulevard and north of Bannon Street (APNs: 001-0210-047).

Project Components: The project would develop an approximately 10,000 square foot building in the Discovery Centre Planned Unit Development on approximately 1.74 acres. As part of the revised project, the City would modify the design and location of the terminal, extend Sequoia Boulevard southerly to Bannon Street and make minor changes in internal circulation of the proposed terminal. The relocation is an interim facility until the permanent Greyhound Terminal is constructed within the Railyards Redevelopment Plan Area.

GREYHOUND BUS TERMINAL PROJECT
MITIGATION MONITORING PLAN

The project has been revised since the adoption of the Mitigated Negative Declaration. As part of the revised project, the City would modify the design and location of the terminal, extend Sequoia Boulevard southerly to Bannon Street and make minor changes in internal traffic circulation on the project site.

Requested Entitlements: Specific entitlements include: a) Special Permit to locate a bus terminal in the OB-PUD zone; and b) Planned Unit Development Guidelines Amendment to allow a bus terminal in the Discovery Centre PUD.

SECTION II – GENERAL INFORMATION

The Mitigation Monitoring Plan (MMP) includes mitigation for Transportation, Seismicity, Soils, and Geology; Air Quality; and Cultural Resources. The intent of the Plan is to prescribe and enforce a means for properly and successfully implementing the mitigation measures as identified within the Mitigated Negative Declaration/Initial Study and Subsequent Mitigated Negative Declaration for this project. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by this Plan shall be funded by the owner/developer/applicant identified above; in this case, the City. This MMP is designed to aid the City in its implementation and monitoring of mitigation measures adopted for the proposed project.

The mitigation measures have been taken verbatim from the Mitigated Negative Declaration/Initial Study and Subsequent Mitigated Negative Declaration and are assigned the same number they have in the document. The MMP describes the actions that must take place to implement each mitigation measure, the timing of those actions, and the entities responsible for implementing and monitoring the actions. The City will be responsible for fully understanding and effectively implementing the mitigation measures contained within the MMP. The City, along with other applicable local, state, or federal agencies, will be responsible for ensuring compliance.

**REVISE GREYHOUND BUS TERMINAL RELOCATION PROJECT (P10-020)
MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
3. Seismicity, Soils, and Geology					
<p>Seismic MM-1: Seismic Impacts</p>	<p>Seismic MM-1: Prior to construction, site-specific geotechnical evaluations shall be performed by an appropriately licensed professional engineer qualified to assess seismic conditions including probability associated with liquefaction, settlement, and lateral spreading using a maximum probable and credible earthquake. The evaluation shall identify specific geotechnical recommendations for development foundation design to mitigate for seismically induced hazards, as well as recommendations for adequate building design including excavation and fill requirements for any identified soil constraints.</p>	<p>Conduct preconstruction site-specific geotechnical evaluation by licensed professional engineer</p>	<p>Project Proponent Department</p>	<p>Prior to approval of construction documents</p>	<p>City Development Services Department - Building Division</p>
<p>Seismic MM-2: Erosion</p>	<p>Seismic MM-2: A comprehensive erosion control plan shall be prepared by a registered civil engineer or a registered professional hydrologist prior to submittal of the final map to protect water resources from impacts due to siltation and sedimentation generated by project construction in the Planning Area. The plan shall be prepared in coordination with the Central Valley Regional Water Quality Control Board and the City of Sacramento to assure</p>	<p>Comprehensive erosion control plan shall be prepared by a registered civil engineer or a registered professional hydrologist</p>	<p>Project Proponent Economic Development Department Central Valley Regional Water Quality Control Board</p>	<p>Prior to approval of construction documents</p>	<p>City Development Services Department - Building Division</p>

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>compliance with applicable NPDES permit requirements for construction activities. The plan shall include a combination of the following Best Management Practices (BMPs) or equally effective measures, or any other measures required by local codes and ordinances.</p> <ul style="list-style-type: none"> a. If feasible project construction periods should be limited to the dry months of the year (May through October). b. If project construction does occur during the rainy season (November through April), sediment traps barriers covers or other methods shall be used to reduce erosion. c. Slopes both cut and fill shall not be steeper than those recommended by the detailed geotechnical report for the Planning Area see Mitigation Measure 4.11- 1(a). d. Sediment basins sediment traps or similar sediment control Best Management Practices (BMPs) shall be installed before extensive ground alteration operations begin. e. Temporary mulching seeding or other suitable stabilization 				

**REVISE GREYHOUND BUS TERMINAL RELOCATION PROJECT (P10-020)
MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
Seismic MM-3: Erosion	<p>measures shall be used to protect exposed areas during construction activities.</p> <p>f. Excavated materials shall not be deposited or stored where the material could be washed away by storm water runoff.</p> <p>Seismic MM-3: Use the following best management practices (BMPs) or equally effective measures:</p> <ul style="list-style-type: none"> a. Develop and implement a program to safely store and handle cement materials, paints and solvents, fuels and lubricating oils, pesticides, and herbicides, and other hazardous materials. b. Develop and implement a hazardous materials spill prevention, control, and cleanup program. c. Or develop and implement other measures as determined by the Utilities Department. 	Incorporate BMPs into contractor specifications	Project Proponent Economic Development Department Contractor	Before and during, project construction	City Development Services Department - Building Division
Seismic MM-4: Erosion	Seismic MM-4: A comprehensive runoff control plan shall be prepared by a registered civil engineer or registered professional hydrologist to protect water resources from impacts due to urban and landscape runoff generated by the project. The plan	Comprehensive runoff control plan shall be prepared by a registered civil engineer or registered professional	Project Proponent Economic Development Department Central Valley Regional Water Quality Control	Prior to approval of construction documents	City Development Services Department - Building Division

**GREYHOUND BUS TERMINAL PROJECT
MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>shall be prepared in coordination with the Central Valley Regional Water Quality Control Board and the City of Sacramento to assure compliance with applicable NPDES permit requirements for new developments. The plan shall include a combination of the following BMPs or equally effective measures:</p> <ul style="list-style-type: none"> a. Oil and grease separators shall be used to control roadway and parking lot contaminants. b. Streets and parking lots shall be cleaned and swept on a regular basis. c. Peak flow reduction and infiltration practices such as grass swales infiltration trenches and grass filter strips and detention and retention basins shall be incorporated. d. Landscape areas including borders and medians shall use low water-using plants wherever feasible. e. Plants of similar water use shall be grouped to reduce over-irrigation of low water-using plants. f. Mulch shall be used in all non-lawn landscaped areas to a minimum depth of two (2) 	hydrologist	Board		

REVISED GREYHOUND BUS TERMINAL RELOCATION PROJECT
(P10-020)
MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>inches. Mulch applied on top of the soil will improve the water-holding capacity and reduce runoff.</p> <p>g. Existing trees and shrubs shall be preserved and protected where feasible because established plants are often adapted to low water-using conditions.</p> <p>h. Efficient irrigation systems shall be installed to minimize runoff and evaporation and maximize the water that will reach the plant roots such as drip irrigation soil moisture sensors and automatic irrigation systems.</p> <p>i. Seasonal, climatical, and dosage fertilizer application restrictions shall be followed as recommended by manufacturer.</p> <p>j. Slow release fertilizers shall be used.</p> <p>k. Where feasible landscape areas shall be limited to 4:1 slopes to reduce runoff unless such slopes form landscape berms, which are required to mitigate aesthetic and noise impacts.</p>				

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	The use of plastic or other impervious materials to control weed growth in landscaped areas shall not be permitted.				
5. Air Quality					
AQ MM-1: Project Operations	<p>AQ MM-1: To ensure that construction mitigation is used, final approval shall not be given until the developer submits a construction dust mitigation plan satisfactory to the City. This plan should specify the methods of control that will be used to control dust and particulate matter demonstrate the availability of needed equipment and personnel and identify a responsible individual who if needed can authorize the implementation of additional measures.</p> <p>The construction dust mitigation plan should at a minimum include the following:</p> <ul style="list-style-type: none"> a. Suspend earthmoving or other dust producing activities during periods of high winds when dust control measures are unable to prevent visible dust plumes of a significant size. b. Provide equipment and staffing for watering of all exposed or disturbed soil surfaces at least twice daily including weekends 	<p>Prepare and submit construction dust mitigation plan.</p> <p>Incorporate measures into construction specifications.</p>	<p>Project Proponent Economic Development Department Contractor</p>	<p>Prior to approval of demolition, grading, and construction permits</p>	<p>City Development Services Department - Building Division</p>

REVISE KEYHOUND BUS TERMINAL RELOCATION PROJECT (P10-020)
 MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>and holidays. An appropriate dust palliative or suppressant added to water before application should be used.</p> <p>c. Water or cover stockpiles of debris soil sand or other materials that can be blown by the wind.</p> <p>d. Sweep the active construction area and adjacent streets of all mud and debris on a regular basis since this material can be pulverized and later re-suspended by vehicle traffic.</p> <p>e. Limit the speed of all construction vehicles to 15 miles per hour while on-site.</p> <p>f. All materials transported by truck will be covered or wetted down.</p> <p>g. All inactive portions of the site will be watered with an appropriate dust suppressant covered or seeded.</p> <p>h. Trucks shall maintain freeboard (i.e., the distance between the top of the load and the top of the truck bed sides).</p> <p>i. Truck wheel washers shall be installed before the roadway entrance at construction sites.</p>				

**GREYHOUND BUS TERMINAL PROJECT
MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>j. Tarps shall be used on trucks carrying dirt.</p> <p>k. Dust hoods shall be used on drilling and blasting equipment.</p>				
	<p>AQ MM-2: To the extent feasible, the following measures are required during construction:</p> <p>a. Use low emission fuels for pile drivers such as methanol or low sulfur fuels.</p> <p>b. Use construction equipment that has catalytic converters for gasoline powered equipment.</p> <p>c. Prevent trucks from idling for more than two minutes.</p> <p>d. Discontinue operations during second stage smog alerts.</p>	<p>Incorporate measures into construction specifications.</p>	<p>Project Proponent Contractor</p>	<p>Prior to approval of demolition, grading, and construction permits</p>	<p>City Development Services Department - Building Division</p>
14. Cultural Resources					
<p>Cultural MM-1: Impact to paleontological, prehistoric-period, or historic-period resources</p>	<p>Cultural MM-1: In the event that any prehistoric subsurface archeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, animal bone, obsidian and/or mortars are discovered during construction related earth-moving activities, all work within 50 meters of the resources shall be halted, and the City shall consult with a qualified archeologist to assess the significance of the find.</p>	<p>Mitigation measures shall be used and monitored during construction activities. Incorporate measures into construction specifications.</p>	<p>Project Proponent Contractor Preservation Director</p>	<p>During construction</p>	<p>City Development Services Department - Building Division Preservation Director</p>

**REVISED GREYHOUND BUS TERMINAL RELOCATION PROJECT
(P10-020)
MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
<p>Cultural MM-2: Impact to paleontological, prehistoric-period, or historic-period resources</p>	<p>Archeological test excavations shall be conducted by a qualified archeologist to aid in determining the nature and integrity of the find. If the find is determined to be significant by the qualified archeologist, representatives of the City and the qualified archeologist shall coordinate to determine the appropriate course of action. All significant cultural materials recovered shall be subject to scientific analysis and professional museum curation. In addition, a report shall be prepared by the qualified archeologist according to current professional standards.</p>				
	<p>Cultural MM-2: If a Native American site is discovered, the evaluation process shall include consultation with the appropriate Native American representatives. If Native American archeological, ethnographic, or spiritual resources are involved, all identification and treatment shall be conducted by qualified archeologists, who are certified by the Society of Professional Archeologists (SOPA) and/or meet the federal standards as stated in the Code of Federal Regulations (36 CFR 61), and Native American representatives, who are approved by the local Native American community as</p>	<p>Mitigation measures shall be used and monitored during construction activities. Incorporate measures into construction specifications.</p>	<p>Project Proponent Contractor Preservation Director</p>	<p>During construction</p>	<p>City Development Services Department - Building Division Preservation Director</p>

**GREYHOUND BUS TERMINAL PROJECT
MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
<p>Cultural MM-3: Impact to paleontological, prehistoric-period, or historic-period resources</p>	<p>scholars of the cultural traditions. In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. If historic archeological sites are involved, all identified treatment is to be carried out by qualified historical archeologists, who shall meet either Register of Professional Archeologists (RPA), or 36 CFR 61 requirements.</p> <p>Cultural MM-3: If a human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find, and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendant. The most likely descendant shall work with the contractor to develop a program for re-interment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have taken place.</p>	<p>Mitigation measures shall be used and monitored during construction activities. Incorporate measures into construction specifications.</p>	<p>Project Proponent Contractor Preservation Director County Coroner</p>	<p>During construction</p>	<p>City Development Services Department - Building Division Preservation Director</p>

**REVISE KEYHOUND BUS TERMINAL RELOCATION PROJECT (P10-020)
MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
<p>Trans-1: Cumulative Impacts</p>	<p>Trans-1: At the Sequoia Pacific Boulevard / Richards Boulevard intersection, provide two northbound left-turn lanes, and one through-right turn lane; add one westbound right-turn lane with overlap signal phasing, to provide one left-turn, two through lanes, and one right-turn lane; monitor and adjust the signal timing when needed. The project shall be required to dedicate/ reserve the right of way needed to implement this mitigation measure in the future year, 2035.</p> <p>With implementation of this mitigation measure, the level of service would be improved to an acceptable LOS E (78.7 seconds delay) in the a.m. peak hour, and would be improved to LOS E (74.2 seconds delay) in the p.m. peak hour.</p>	<p>Incorporate measures into construction specifications.</p>	<p>Department of General Services Department of Transportation</p>	<p>During Construction</p>	<p>Department of Transportation</p>