

RESOLUTION NO. 2015-0268

Adopted by the Sacramento City Council

August 18, 2015

ADOPTING THE SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT AND THE MITIGATION MONITORING AND REPORTING PROGRAM FOR THE STOCKTON AND T RESIDENTIAL MIXED USE PROJECT (P14-042) (APN: 010-0082-004, and 011-0021-029)

BACKGROUND

- A. On June 11, 2015 the City Planning and Design Commission conducted a public hearing on, and approved the Stockton and T Residential Mixed-Use Project.
- B. On June 22, 2015 a third party appeal on the decision of the Planning and Design Commission for the Stockton and T Residential Mixed-Use Project was filed with the City.
- C. On August 18, 2015 the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.812.030(B) (posting and mail), and received and considered evidence concerning the Campus Crest project.

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

Section 1. The City Council finds as follows:

- A. Pursuant to Public Resources Code (PRC) Section 21155, the Project is a Transit Priority Project (TPP) that:
 - (1) contains at least 50 percent residential use;
 - (2) provides a minimum net density of at least 20 dwelling units per acre; and
 - (3) is located within one-half mile of a major transit stop or high quality transit corridor included in a regional transportation plan.
- B: The Project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in the Sacramento Area Council of Government's (SACOG) Sustainable

Communities Strategy (SCS), for which the State Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code, has accepted SACOG's determination that the sustainable communities strategy would, if implemented, achieve the greenhouse gas emission reduction targets.

- C: Pursuant to PRC Section 21155.2, the Project has incorporated all feasible mitigation measures, performance standards, or criteria set forth in the prior General Plan Master Environmental Impact Report (EIR) and SCS/Metropolitan Transportation Plan (MTP) EIR.
- D: An initial study has been prepared that identifies all significant or potentially significant impacts of the transit priority project, other than those that do not need to be reviewed pursuant to PRC Section 21159.28 based on substantial evidence in light of the whole record. The initial study identifies cumulative effects that have been adequately addressed and mitigated in the prior applicable certified EIRs. Cumulative effects have been found to be adequately addressed and mitigated in the prior applicable certified EIRs and are not considered cumulatively considerable for the purposes of this SCEA.
- E: The Sustainable Communities Environmental Assessment (SCEA) includes measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the project required to be identified in the initial study.
- F: The draft SCEA was completed, noticed and circulated in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines and the Sacramento Local Environmental Procedures as follows:

I). On March 20, 2015 a Notice of Availability/Notice of Intent to Adopt the SCEA (NOI) dated March 17, 2015 was circulated for public comments for 30 days. The NOI was sent to those public agencies that have jurisdiction by law with respect to the proposed project and to other interested parties and agencies, including property owners within 500 feet of the boundaries of the proposed project. The comments of such persons and agencies were sought.

II). On March 20, 2015 the NOI was published in the Sacramento Bulletin, a newspaper of general circulation, and the NOI was posted in the office of the Sacramento County Clerk.

III). Per 15073.5 revisions were made to the SCEA, as shown on the Errata Sheet dated May 29, 2015, which merely clarifies, amplifies, or makes insignificant modifications to the SCEA and recirculation is not required.

- Section 2. The City Council has reviewed and considered the information contained in the SCEA, including the initial study, the revisions and conditions incorporated into the Project, and the comments received during the public review process and the hearing on the Project. The City Council has determined that the SCEA constitutes an adequate, accurate, objective and complete review of the environmental effects of the proposed project.
- Section 3. Based on its review of the SCEA and on the basis of the whole record, the City Council finds that the SCEA reflects the City Council's independent judgment and analysis and that there is no substantial evidence that the Project will have a significant effect on the environment.
- Section 4. The City Council adopts the SCEA for the Project.
- Section 5. Pursuant to CEQA section 21081.6 and CEQA Guidelines section 15074, and in support of its approval of the Project, the City Council adopts a Mitigation Monitoring Program to require all reasonably feasible mitigation measures, including mitigation measures from the Master EIR as appropriate, be implemented by means of Project conditions, agreements, or other measures, as set forth in the Mitigation Monitoring Program.
- Section 6. Upon approval of the Project, the City Manager shall file or cause to be filed a Notice of Determination with the Sacramento County Clerk and, if the project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to section 21152(a) of the Public Resources Code and section 15075 of the State EIR Guidelines adopted pursuant thereto.
- Section 7. Pursuant to Guidelines section 15091(e), the documents and other materials that constitute the record of proceedings upon which the City Council has based its decision are located in and may be obtained from, the Office of the City Clerk at 915 I Street, Sacramento, California. The City Clerk is the custodian of records for all matters before the City Council.

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Exhibit A - Mitigation Monitoring and Reporting Program

Adopted by the City of Sacramento City Council on August 18, 2015, by the following vote:

Ayes: Members Ashby, Carr, Guerra, Hansen, Harris, Jennings, Schenirer, Warren and Mayor Johnson

Noes: None

Abstain: None

Absent: None

Attest:

Shirley Concolino

Digitally signed by Shirley Concolino
DN: cn=Shirley Concolino, o=City of Sacramento, ou=City
Clerk, email=sconcolino@cityofsacramento.org, c=US
Date: 2015.08.31 15:00:28 -07'00'

Shirley Concolino, City Clerk

Stockton & T Street Project Mitigation Monitoring and Reporting Program

August 2015

The California Environmental Quality Act (CEQA) and CEQA Guidelines require Lead Agencies to adopt a program for monitoring the mitigation measures required to avoid the significant environmental impacts of a project. The Mitigation Monitoring and Reporting Program (MMRP) ensures that mitigation measures imposed by the City are completed at the appropriate time in the development process.

The mitigation measures identified in the Sustainable Communities Environmental Assessment Initial Study (SCEA IS) for the Stockton & T Street Project are listed in the MMRP along with the party responsible for monitoring implementation of the mitigation measure, the milestones for implementation and monitoring, and a sign-off that the mitigation measure has been implemented.

MITIGATION MONITORING AND REPORTING PROGRAM STOCKTON & T STREET PROJECT			
Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
Project Specific Mitigation Measures			
<p>I-1</p> <p><i>In conjunction with building plan approvals, the project applicant shall demonstrate on the plans via notation, which may reference a separate report, that the project design would include one of the following:</i></p> <ul style="list-style-type: none"> • <i>On-site renewable energy systems (e.g., photovoltaic systems) that would generate a minimum of 15 percent of the project's total energy demand on-site;</i> • <i>Measures that would exceed the 2013 California Building Energy Efficiency Standards Code (effective January 1, 2014) by 10 percent for the residential portion of the project and by 5 percent for the commercial portion of the project, which could include, but would not be limited to, use of on-site renewable energy systems for a portion of the project's total energy demand and installation of energy-efficient appliances and lighting; or,</i> • <i>Features anticipated to reduce VMT below 15.9 VMT/Capita. Such features may include, but are not limited to: land use, transportation, bicycle, or pedestrian improvements, attributes or amenities. Using an appropriate GHG emissions estimator model (e.g., CalEEMod), the applicant shall demonstrate a reduction of GHG emissions equivalent to a reduction of the project's energy demand by 15 percent or more.</i> <p><i>The plans shall be subject to review and approval by the Community Development Department.</i></p>	<p>In conjunction with building plan approvals</p>	<p>City of Sacramento Community Development Department</p>	
<p>I-2</p> <p><i>In conjunction with building plan approvals, the project applicant shall submit a CALGreen checklist demonstrating how the project meets the 2013 CALGreen Tier 1 water efficiency and conservation standards. The</i></p>	<p>In conjunction with building plan approvals</p>	<p>City of Sacramento Community Development Department</p>	

MITIGATION MONITORING AND REPORTING PROGRAM STOCKTON & T STREET PROJECT			
Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<i>checklist shall be subject to review and approval by the Community Development Department.</i>			
<p><i>III-1</i></p> <p><i>If archaeological artifacts or unusual amounts of stone, bone, or shell are uncovered during construction activities, work within 50 feet of the specific construction site at which the suspected resources have been uncovered shall be suspended. At that time, the property owner shall retain a qualified professional archaeologist. The archaeologist shall conduct a field investigation of the specific site and recommend mitigation deemed necessary for the protection or recovery of any archaeological resources concluded by the archaeologist to represent significant or potentially significant resources as defined by CEQA. The mitigation shall be implemented by the property owner to the satisfaction of the City of Sacramento Planning Division prior to resumption of construction activity.</i></p>	<p>If archaeological artifacts or unusual amounts of stone, bone, or shell are uncovered during construction activities</p>	<p>City of Sacramento Planning Division</p>	
<p><i>III-2</i></p> <p><i>In accordance with Section 7050.5 of the Health and Safety Code and Sections 5097.94 and 5097.98 of the Public Resources Code, if human remains are uncovered during project construction activities, work within 50 feet of the remains shall be suspended immediately, and the City of Sacramento Planning Division and the County Coroner shall be immediately notified. If the remains are determined by the Coroner to be Native American in origin, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The property owner shall also retain a professional archaeological consultant with Native American burial experience. The archaeologist shall conduct a field investigation of the specific site and consult with the Most Likely Descendant identified by the NAHC. As necessary, the archaeological consultant may provide professional assistance to the Most Likely Descendant including the excavation and removal of the human remains. The property owner shall implement any</i></p>	<p>If human remains are uncovered during project construction activities</p>	<p>Native American Heritage Commission</p> <p>City of Sacramento Planning Division</p> <p>County Coroner</p>	

MITIGATION MONITORING AND REPORTING PROGRAM STOCKTON & T STREET PROJECT			
Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
V-1.	<p><i>mitigation before the resumption of activities at the site where the remains were discovered.</i></p> <p>After demolition of the project site, and prior to issuance of a building permit for new construction, the applicant shall submit a design-level geotechnical report with on-site subsurface exploration for the review and approval of the City. The report shall include recommendations, if necessary, to ensure building foundations are designed to adequately support the proposed buildings.</p>	<p>After demolition of the project site, and prior to issuance of a building permit for new construction</p>	<p>City of Sacramento Community Development Department</p>
VI-1	<p>Prior to issuance of a demolition permit for the existing on-site building, the project applicant shall provide a site assessment that determines whether any structures to be demolished contain lead-based paint. If structures do not contain lead-based paint, further mitigation is not required. If lead-based paint is found, all loose and peeling paint shall be removed and disposed of by a licensed and certified lead paint removal contractor, in accordance with federal, State, and local regulations. The demolition contractor shall be informed that all paint on the buildings shall be considered as containing lead. The contractor shall take appropriate precautions to protect his/her workers, the surrounding community, and to dispose of construction waste containing lead paint in accordance with federal, State, and local regulations, subject to approval by the City. Upon completion of demolition, the soil at the site of the building shall be tested for contaminants and appropriately remediated, if required, prior to commencement of construction.</p>	<p>Prior to issuance of a demolition permit for the existing on-site building</p>	<p>City of Sacramento Community Development Department</p>
VI-2	<p>Prior to issuance of a demolition permit for the existing on-site building, the project applicant shall provide a site assessment that determines whether any structures to be demolished contain asbestos. If structures do not contain asbestos, further mitigation is not required. If any structures contain asbestos, the application for the demolition permit shall include an asbestos abatement plan consistent with federal, State, and local standards,</p>	<p>Prior to issuance of a demolition permit for the existing on-site building</p>	<p>City of Sacramento Community Development Department</p>

MITIGATION MONITORING AND REPORTING PROGRAM STOCKTON & T STREET PROJECT			
Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<i>subject to review and approval by the City. The plan shall demonstrate how the on-site asbestos-containing materials shall be removed and include the requirement that work shall be conducted by a Cal-OSHA registered asbestos abatement contractor in accordance with Title 8 CCR 1529 regarding asbestos training, engineering controls, and certifications. Upon completion of asbestos abatement, an asbestos consultant shall collect air samples and analyze them for the presence of asbestos fibers in order to further assure adequate air quality.</i>			
VIII-1 <i>Prior to the issuance of a building permit, the plans shall include the findings of a detailed analysis of interior noise levels shall be conducted when building plans are available for the residential uses with direct exposure to US 50 traffic noise. The analysis shall detail noise control measures that are required to achieve compliance with the City of Sacramento 45 dB L_{dn} interior noise level standard. Such analysis shall be conducted by a qualified acoustical consultant recognized by the City of Sacramento and shall be subject to review and approval by the Community Development Department.</i>	Prior to the issuance of a building permit	City of Sacramento Community Development Department	
VIII-2 <i>Prior to issuance of building permits for the single-family residences (proposed lots 1 through 21, included on the proposed tentative map), the applicant shall provide documentation acceptable to the City that the sound wall to be constructed along Highway 50 will be completed to achieve compliance with the City of Sacramento exterior noise level standards. The applicant shall provide a noise analysis prepared by a qualified professional that confirms the proposed sound wall height reduces exterior noise levels for the single-family residential lots to the City standard of 70dB. As an alternative, the applicant may provide written confirmation from Caltrans prior to issuance of building permits that the sound wall has been included in a project design that is funded, designed and has a construction completion date that satisfies the</i>	Prior to issuance of building permits for the single-family residences (proposed lots 1 through 21, included on the proposed tentative map)	City of Sacramento Community Development Department Caltrans	

MITIGATION MONITORING AND REPORTING PROGRAM STOCKTON & T STREET PROJECT			
Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<i>requirements of this mitigation measure. Prior to certificate of occupancy the applicant shall provide written confirmation of completion of the sound wall construction.</i>			
VIII-3 <i>Prior to the issuance of the certificate of occupancy of the multi-family residences, the multi-family pool deck screen wall shall be constructed to a minimum height of 8-feet to the satisfaction of the City.</i>	Prior to the issuance of the certificate of occupancy of the multi-family residences	City of Sacramento Community Development Department	
VIII-4 <i>Prior to issuance of a building permit, the applicant shall show on the building plans via notation that the mechanical ventilation shall be installed in all residential uses to allow residents to keep doors and windows closed, as desired for acoustical isolation. The building plans shall be subject to review and approval by the Community Development Department.</i>	Prior to issuance of a building permit	City of Sacramento Community Development Department	
IX-1 <i>Prior to issuance of a building permit, and consistent with General Plan Policy ERC 2.5.4 and Chapter 18.44 of the Sacramento City Code, the project applicant shall pay the City of Sacramento in-lieu fees and/or development impact fees for park facilities. The Sacramento City Council, by resolution, shall establish the specific initial and subsequent amounts of the park development impact fees pursuant Section 18.44.050 of the Sacramento City Code.</i>	Prior to issuance of a building permit	City of Sacramento Community Development Department	
X-1. <i>Implement Mitigation Measure IX-1.</i>	See Mitigation Measure IX-1	See Mitigation Measure IX-1	
XI-1 <i>Prior to building occupancy, the project applicant shall work with the City of Sacramento to modify the traffic signal at the Stockton Boulevard/T Street intersection to operate the northbound and southbound left-turns with protected phasing.</i>	Prior to building occupancy	City Engineer	
XI-2 <i>Prior to approval of building permits, the project applicant shall develop a Construction Traffic Management Plan to the satisfaction of the City's Community Development Department. The plan shall include items including, but not limited to the following: the number and size of trucks per day; expected arrival/departure times; truck circulation</i>	Prior to approval of building permits	City of Sacramento Community Development Department	

MITIGATION MONITORING AND REPORTING PROGRAM STOCKTON & T STREET PROJECT			
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<p><i>patterns; location of truck staging areas; employee parking; and the proposed use of traffic control/partial street closures on public streets. The overall goal of the Construction Traffic Management Plan is to minimize traffic impacts to public streets and maintain a high level of safety for all roadway users. The Construction Traffic Management Plan shall adhere to the following performance standards throughout project construction:</i></p> <ol style="list-style-type: none"> <i>1. Delivery trucks do not idle/stage on Stockton Boulevard and T Street.</i> <i>2. With the exception of trucks coming from local destinations via 39th Street, all delivery trucks shall use Stockton Boulevard to access the site.</i> <i>3. Any lane closures on northbound Stockton Boulevard during the demolition of the existing office building or proposed project construction are limited to a single lane during off-peak hours (9:00 AM to 2:30 PM).</i> <i>4. Roadways, sidewalks, crosswalks, and bicycle facilities shall be maintained clear of debris (e.g., rocks) that could otherwise impede travel and impact public safety.</i> 			
<p><i>XII-1. Prior to the design of the new pipelines recommended in the Sewer Study prepared specifically for the proposed project by RSC Engineering, or approval of any improvement plans, a field survey shall be conducted of the existing CSS pipelines. If, upon field verification, the existing CSS pipes are discovered to have slopes that are less than the minimum allowable, the pipes shall be re-evaluated based on the calculated sewer flows and the field measurements.</i></p>	<p>Prior to the design of the new pipelines recommended in the Sewer Study prepared specifically for the proposed project by RSC Engineering, or approval of any improvement plans</p>	<p>City of Sacramento Department of Utilities</p>	
Mitigation Measures from the MTP/SCS EIR			
<p><i>MM 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</i></p>	<p>Air quality modeling was performed as part of the SCEA IS analysis. Where additional</p>	<p>SMAQMD</p>	<p>Complete</p>

MITIGATION MONITORING AND REPORTING PROGRAM STOCKTON & T STREET PROJECT			
Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<i>operational criteria air pollutant emissions are exceeded and apply recommended applicable mitigation measures as defined by the applicable local air district.</i>	mitigation measures were deemed necessary, such measures were included in the SCEA IS.	City of Sacramento Community Development Department	
<p><i>MM AIR-2 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:</i></p> <ul style="list-style-type: none"> • <i>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);</i> • <i>orient air intakes away from TAC sources to the maximum extent possible; and</i> • <i>use tiered tree planting between roadways and sensitive receptors wherever feasible, using native, needled (coniferous) species, ensure a permanent irrigation source, and provide</i> 	A screening-level HRA was conducted as part of the SCEA IS analysis. Where additional mitigation measures were deemed necessary, such measures were included in the SCEA IS.	SMAQMD City of Sacramento Community Development Department	Complete

MITIGATION MONITORING AND REPORTING PROGRAM STOCKTON & T STREET PROJECT			
Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<i>permanent funding to maintain and care for the trees.</i>			
<p><i>MM AIR-4 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.</i></p> <p><i>Examples of mitigation measures could include, but not limited to, the following:</i></p> <ul style="list-style-type: none"> • <i>The applicant shall implement a Fugitive Dust Control Plan.</i> • <i>All grading operations on a project shall be suspended when winds exceed 20 miles per hour (MPH) or when winds carry dust beyond the property line despite implementation of all feasible dust control measures.</i> • <i>Construction sites shall be watered as directed by the local air district and as necessary to prevent fugitive dust violations.</i> • <i>An operational water truck shall be on-site at all times. Water shall be applied to control dust as needed to prevent visible emissions violations and off-site dust impacts.</i> 	<p>Project-specific air quality modeling was performed as part of the SCEA IS analysis, which determined construction emissions would be below the applicable thresholds of significance. Thus, this mitigation measure would not be required for the project.</p>	<p>SMAQMD</p> <p>City of Sacramento Community Development Department</p>	<p>Complete</p>

MITIGATION MONITORING AND REPORTING PROGRAM STOCKTON & T STREET PROJECT			
Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<ul style="list-style-type: none"> • <i>On-site dirt piles or other stockpiled particulate matter shall be covered, wind breaks installed, and water and/or soil stabilizers employed to reduce wind-blown dust emissions. The use of approved nontoxic soil stabilizers shall be incorporated according to manufacturers' specifications to all inactive construction areas.</i> • <i>All transfer processes involving a free fall of soil or other particulate matter shall be operated in such a manner as to minimize the free fall distance and fugitive dust emissions.</i> • <i>Approved chemical soil stabilizers shall be applied according to the manufacturers' specifications to all inactive construction areas (previously graded areas that remain inactive for 96 hours), including unpaved roads and employee/equipment parking areas.</i> • <i>To prevent track-out, wheel washers shall be installed where project vehicles and/or equipment exit onto paved streets from unpaved roads. Vehicles and/or equipment shall be washed before each trip. Alternatively, a gravel bed may be installed as appropriate at vehicle/equipment site exit points to effectively remove soil buildup on tires and tracks and prevent/diminish track-out.</i> • <i>Paved streets shall be swept frequently (water sweeper with reclaimed water recommended; wet broom permitted) if soil material has been carried onto adjacent paved, public thoroughfares from the project site.</i> • <i>Temporary traffic control shall be provided as needed during all phases of construction to improve traffic flow, as deemed appropriate by the appropriate department of public works and/or California Department of Transportation</i> 			

MITIGATION MONITORING AND REPORTING PROGRAM STOCKTON & T STREET PROJECT			
Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<p><i>(Caltrans), and to reduce vehicle dust emissions. An effective measure is to enforce vehicle traffic speeds at or below 15 MPH.</i></p> <ul style="list-style-type: none"> • <i>Traffic speeds on all unpaved surfaces shall be reduced to 15 MPH or less, and unnecessary vehicle traffic shall be reduced by restricting access. Appropriate training to truck and equipment drivers, on-site enforcement, and signage shall be provided.</i> • <i>Ground cover shall be reestablished on the construction site as soon as possible and before final occupancy through seeding and watering.</i> • <i>Open burning shall be prohibited at the project site. No open burning of vegetative waste (natural plant growth wastes) or other legal or illegal burn materials (e.g., trash, demolition debris) may be conducted at the project site. Vegetative wastes shall be chipped or delivered to waste-to-energy facilities (permitted biomass facilities), mulched, composted, or used for firewood. It is unlawful to haul waste materials off-site for disposal by open burning.</i> • <i>The primary contractor shall be responsible for ensuring that all construction equipment is properly tuned and maintained before and for the duration of on-site operation.</i> • <i>Existing power sources (e.g., power poles) or clean-fuel generators shall be used rather than temporary power generators.</i> • <i>A traffic plan shall be developed to minimize traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Operations that affect traffic shall be scheduled for off-peak hours.</i> 			

MITIGATION MONITORING AND REPORTING PROGRAM STOCKTON & T STREET PROJECT			
Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<p><i>Obstruction of through-traffic lanes shall be minimized. A flag person shall be provided to guide traffic properly and ensure safety at construction sites.</i></p> <ul style="list-style-type: none"> • <i>The project proponent shall assemble a comprehensive inventory list (i.e., make, model, engine year, horsepower, emission rates) of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) that will be used an aggregate of 40 or more hours for the construction project and provide a plan for approval by the local air district demonstrating that the heavy-duty (equal to or greater than 50 horsepower) off-road equipment to be used for construction, including owned, leased, and subcontractor vehicles, will achieve a project-wide fleet-average 20 percent NOX reduction and 45 percent particulate reduction compared to the most recent ARB fleet average at the time of construction. These equipment emission reductions can be demonstrated using the most recent version of the Construction Mitigation Calculator developed by the SMAQMD. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology (Carl Moyer Guidelines), after-treatment products, voluntary off-site mitigation projects, the provision of funds for air district off-site mitigation projects, and/or other options as they become available. In addition, implementation of these measures would also result in a 5 percent reduction in ROG emissions from heavy-duty diesel equipment. The local air district shall be contacted to discuss alternative measures.</i> 			

MITIGATION MONITORING AND REPORTING PROGRAM STOCKTON & T STREET PROJECT			
Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<i>Air districts provide similar recommendations to those listed above. Some air districts in the region (e.g., SMAQMD) also offer the option for paying off-site construction mitigation fees if the recommended actions do not reduce construction emissions to acceptable levels.</i>			
<i>MM AIR-5 Implement Mitigation Measure AIR-4.</i>	See Mitigation Measure AIR-4	See Mitigation Measure AIR-4	Complete
<p><i>MM GEO-1 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.</i></p> <p><i>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.</i></p>	When any preconstruction or construction-related grading or soil storage first occurs, until all final improvements are completed	City of Sacramento Community Development Department	
<i>MM HAZ-2 The implementing agency should determine whether specific project sites are listed on government lists of hazardous materials and/or waste sites compiled pursuant</i>	Prior to issuance of a demolition permit for the existing on-site building	City of Sacramento Community Development Department	

MITIGATION MONITORING AND REPORTING PROGRAM STOCKTON & T STREET PROJECT			
Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<i>to Government Code Section 65962.5. Implementing agencies should require preparation of a Phase I ESA that meets the American Society for Testing and Materials (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.</i>			
<i>MM HYD-1 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.</i>	Prior to building permit issuance	City of Sacramento Department of Utilities City of Sacramento Community Development Department	
<i>MM HYD-2 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.</i>	Prior to building permit issuance	City of Sacramento Department of Utilities City of Sacramento Community Development Department	
<i>MM HYD-3 Implement Mitigation Measure GEO-1.</i>	See Mitigation Measure GEO-1	See Mitigation Measure GEO-1	
<i>MM HYD-4 The implementing agency should conduct or require project-specific hydrology studies for projects proposed to be constructed within floodplains to demonstrate</i>	Based on the project-specific analysis within the SCEA IS, the project is not located within a	City of Sacramento Community Development Department	Complete

MITIGATION MONITORING AND REPORTING PROGRAM STOCKTON & T STREET PROJECT			
Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
<i>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.</i>	floodplain. Thus, this mitigation measure would not be required for the project.		
<i>MM HYD-5 Implement Mitigation Measure PS-1.</i>	See Mitigation Measure PS-1	See Mitigation Measure PS-1	
<p><i>MM NOI-1 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:</i></p> <ul style="list-style-type: none"> • <i>Constructing barriers in the form of sound walls or earth berms to attenuate noise at adjacent residences;</i> • <i>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;</i> • <i>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;</i> 	A project-specific noise analysis was conducted as part of the SCEA IS analysis. Where additional mitigation measures were deemed necessary, such measures were included in the SCEA IS.	City of Sacramento Community Development Department	Complete

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<ul style="list-style-type: none"> • <i>Maximizing the distance between noise-sensitive land uses and new noise-generating facilities and transportation systems;</i> • <i>Improving the acoustical insulation of dwelling units where setbacks and sound barriers do not sufficiently reduce noise; and</i> • <i>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.</i> 			
<p><i>MM NOI-2 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:</i></p> <ul style="list-style-type: none"> • <i>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:</i> <ul style="list-style-type: none"> <i>i. Maximizing the distance between tracks and sensitive uses;</i> <i>ii. Conducting rail grinding on a regular basis to keep tracks smooth;</i> <i>iii. Conducting wheel truing to re-contour wheels to provide a smooth running surface and removing wheel flats;</i> 	<p>A project-specific noise analysis, including vibration and groundborne noise, was conducted as part of the SCEA IS analysis. Where additional mitigation measures were deemed necessary, such measures were included in the SCEA IS.</p>	<p>City of Sacramento Community Development Department</p>	<p>Complete</p>

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<p>iv. <i>Providing special track support systems such as floating slabs, resiliently supported ties, high-resilience fasteners, and ballast mats; and</i></p> <p>v. <i>Implementing operational changes such as limiting train speed and reducing nighttime operations.</i></p>			
<p><i>MM NOI-3 The implementing agency should reduce noise, vibration, and groundborne noise generate by construction activities by taking the following (or equivalent) actions:</i></p> <ul style="list-style-type: none"> • <i>Restrict construction activities to permitted hours in accordance with local jurisdiction regulations;</i> • <i>Properly maintain construction equipment and outfit construction equipment with the best available noise suppression devices (e.g., mufflers, silencers, wraps);</i> • <i>Prohibit idling of construction equipment for extended periods of time in the vicinity of sensitive receptors;</i> • <i>Locate stationary equipment such as generators, compressors, rock crushers, and cement mixers as far from sensitive receptors as possible; and</i> • <i>Predrill pile holes to the maximum feasible depth, provided that pile driving is necessary for construction.</i> 	<p>During construction</p>	<p>City Engineer</p>	
<p><i>MM PS-1 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.</i></p>	<p>Prior to approval of any improvement plans</p>	<p>City of Sacramento Community Development Department</p>	
<p><i>MM TRN-3 The implementing agency should implement some or all of the following strategies in order to reduce the localized transportation system impacts from construction activities.</i></p>	<p>In conjunction with Mitigation Measure XI-2</p>	<p>City of Sacramento Community Development Department</p>	

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<ul style="list-style-type: none"> • <i>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.</i> • <i>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.</i> • <i>Establish truck “usage” routes that minimize truck traffic on local roadways to the extent possible.</i> • <i>Schedule truck trips outside of peak morning and evening commute hours.</i> • <i>Limit the number of lane closures during peak hours to the extent possible.</i> • <i>Identify detours for bicycles and pedestrians in all areas potentially affected by project construction and provide adequate signage to mark these routes.</i> • <i>Install traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones.</i> • <i>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.</i> 			

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<ul style="list-style-type: none"> • 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. 			
MM USS-1 <i>Implement Mitigation Measure PS-1.</i>	See Mitigation Measure PS-1	See Mitigation Measure PS-1	
MM USS-2 <i>Implement Mitigation Measure PS-1.</i>	See Mitigation Measure PS-1	See Mitigation Measure PS-1	
MM USS-3 <i>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.</i>	Project-level review was conducted as part of the SCEA IS analysis. Where additional mitigation measures were deemed necessary, such mitigation was included in the SCEA IS.	City of Sacramento Community Development Department	Complete
Mitigation Measures from 2030 General Plan Master EIR That Apply to the Project			
MM 6.7-6 <i>(General Plan Policy 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.</i>	Prior to approval, applicant shall provide peak flow calculations for the 100-year storm event	City of Sacramento Department of Utilities	
MM 6.12-1 <i>(General Plan Policy M 1.2.2) LOS Standard: The City shall allow for flexible LOS standards, which would 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.</i>	A project-specific noise analysis, including traffic, was conducted as part of the SCEA IS analysis. Where additional mitigation measures were deemed necessary, such measures were included in the SCEA IS.	City of Sacramento Community Development Department	Complete
<ul style="list-style-type: none"> • 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 			

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<p><i>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 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 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.</i></p> <ul style="list-style-type: none"> • LOS Standard for Multi-Modal Districts- <i>The City shall seek to maintain the following standards in the Central Business District, in areas within 1/2 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.</i> 			

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<ul style="list-style-type: none"> • <i>Maintain operations on all roadways and intersections at LOS A-E 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 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.</i> • Base LOS Standard- <i>The City shall seek to maintain the following standards for all areas outside of multi-modal districts.</i> • <i>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.</i> • Roadways Exempt from LOS Standard- <i>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</i> 			

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<p><i>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.</i></p> <ul style="list-style-type: none"> • <i>12th/14th Avenue: State Route 99 to 36th Street</i> • <i>24th Street: Meadowview Road to Delta Shores Circle</i> • <i>65th Street: Folsom Boulevard to 14th Avenue</i> • <i>Alhambra Boulevard: Folsom Boulevard to P Street</i> • <i>Arcade Boulevard: Marysville Boulevard to Del Paso Boulevard</i> • <i>Arden Way: Capital City Freeway to Ethan Way</i> • <i>Blair Avenue/47th Avenue: S. Land Park Drive to Freeport Boulevard</i> • <i>Broadway: 15th Street to Franklin Boulevard</i> • <i>Broadway: 58th to 65th Streets</i> • <i>El Camino Avenue: Stonecreek Drive to Marysville Boulevard</i> • <i>El Camino Avenue: Capitol City Freeway to Howe Avenue</i> • <i>Elder Creek Road: 65th Street to Power Inn Road</i> 			

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<ul style="list-style-type: none"> • <i>Florin Perkins Road: 14th Avenue to Elder Creek Road</i> • <i>Florin Road: Greenhaven Drive to 1-5; 24th Street to Franklin Boulevard</i> • <i>Folsom Boulevard: 34th Street to Watt Avenue</i> • <i>Freeport Boulevard: Broadway to Seamas Avenue</i> • <i>Fruitridge Road: Franklin Boulevard to SR 99</i> • <i>Garden Highway: Truxel Road to Northgate Boulevard</i> • <i>Howe Avenue: American River Drive to Folsom Boulevard</i> • <i>J Street: 43rd Street to 56th Street</i> • <i>Mack Road: Meadowview Road to Stockton Boulevard</i> • <i>Martin Luther King Boulevard: Broadway to 12th Avenue</i> • <i>Marysville Boulevard., 1-80 to Arcade Boulevard</i> • <i>Northgate Boulevard: Del Paso Road to SR 160</i> • <i>Raley Boulevard: Bell Avenue to 1-80</i> • <i>Roseville Road: Marconi Avenue to 1-80</i> • <i>Royal Oaks Drive: SR 160 to Arden Way</i> • <i>Truxel Road: 1-80 to Gateway Park</i> 			