

**NORTH SACRAMENTO REDEVELOPMENT PLAN
MITIGATION MONITORING PROGRAM**

SCH # 9110209

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MITIGATION MONITORING PROGRAM

INTRODUCTION

This Mitigation Monitoring Program has been prepared in accordance with Section 21081.6 of the Public Resources Code. The purpose of the Mitigation Monitoring Program is to ensure that proposed mitigation measures included in environmental documentation will extend beyond the pages of the document and are implemented to reduce or eliminate significant detrimental project-related impacts to the environment. The Mitigation Monitoring Program will be approved as part of the North Sacramento Redevelopment Plan EIR by the Redevelopment Agency and the City Council of the City of Sacramento.

ORGANIZATION AND FORMAT

This Mitigation Monitoring Program has been developed as a stand-alone document. It contains a Summary of Impacts, and a list of all Mitigation Measures, incorporated into a Reference Checklist. The Summary of Impacts is broken down into four impact categories: insignificant impacts, impacts that require a tiered analysis, impacts mitigated to a level of insignificance, impacts partially mitigated but remaining significant, and significant unavoidable impacts. Each impact category is divided into impacts discussed in the Initial Study portion of the environmental documentation and the items discussed in the EIR.

The Reference Checklist indicates the timing of mitigation measures, the monitor/responsible party, and the verification for each Mitigation Measure. Measures which require fees or dedication shall be based on City ordinances and procedures in effect at the time of project review and approval.

SUMMARY OF INSIGNIFICANT IMPACTS

Initial Study

This summary briefly describes those effects determined to be insignificant prior to the preparation of the environmental document. The following issues were indicated as having "no impact" in the Initial Study.

1. Implementation of the proposed plan is not anticipated to result in unstable earth conditions nor in changes in geologic substructures.
2. Implementation of the proposed plan is not anticipated to result in changes in topography or ground surface relief features.
3. Implementation of the proposed plan is not anticipated to result in the destruction, covering, or modification of any unique geologic or physical features.

4. Implementation of the proposed plan is not anticipated to result in an increase in wind or water erosion of soil, either on or off the site.
5. Implementation of the proposed plan is not anticipated to result in changes in deposition or erosion of beach sands, nor changes in siltation, deposition, or erosion which may modify the channel of a river, stream, or bed of any bay, inlet, or lake.
6. Implementation of the proposed plan is not anticipated to result in the creation of objectionable odors.
7. Implementation of the proposed plan is not anticipated to result in local or regional alteration of air movement, moisture, or temperature, nor any changes in climate.
8. Implementation of the proposed plan is not anticipated to result in changes in marine or fresh water currents or course of directions in water movements.
9. Implementation of the proposed plan is not anticipated to result in changes in the amount of surface water in any water body.
10. Implementation of the proposed plan is not anticipated to result in alteration of the direction or rate of flow of groundwaters.
11. Implementation of the proposed plan is not anticipated to result in changes in the quantity of groundwaters either through interception of any aquifer by cuts or excavation.
12. Implementation of the proposed plan is not anticipated to result in changes in the diversity of species, or number of any species of plants*.
13. Implementation of the proposed plan is not anticipated to result in reduction in acreage of any agricultural crop.
14. Implementation of the proposed plan is not anticipated to result in changes in the diversity of species, or number of any species of animals*.
15. Implementation of the proposed plan is not anticipated to result in introduction of new species of animals into an area, nor result in a barrier to the migration or movement of animals.
16. Implementation of the proposed plan is not anticipated to result in deterioration to existing fish or wildlife habitat*.

* This issue has undergone further analysis within the text of the DEIR.

17. Implementation of the proposed plan is not anticipated to result in exposure of people to severe noise levels*.
18. Implementation of the proposed plan is not anticipated to result in new light or glare.
19. Implementation of the proposed plan is not anticipated to result in an increase in the rate of use of any natural resources.
20. Implementation of the proposed plan is not anticipated to result in a risk of explosion or the release of hazardous substances, in the event of an accident.
21. Implementation of the proposed plan is not anticipated to result in possible interference with an emergency response plan or an emergency evacuation plan.
22. Implementation of the proposed plan is not anticipated to result in a negative affect on existing housing, nor an increased demand for additional housing*.
23. Implementation of the proposed plan is not anticipated to result in alteration to waterborne, rail, or air traffic.
24. Implementation of the proposed plan is not anticipated to result in an altered need for maintenance of public facilities, including roads.
25. Implementation of the proposed plan is not anticipated to result in a substantial increase in demand upon existing sources of energy, nor require the development of new sources of energy.
26. Implementation of the proposed plan is not anticipated to result in the need for a new or substantially altered system to deliver power or natural gas.
27. Implementation of the proposed plan is not anticipated to result in the need for a new or substantially altered communications system.
28. Implementation of the proposed plan is not anticipated to result in the creation of any health hazard or potential health hazard.
29. Implementation of the proposed plan is not anticipated to result in the exposure of people to potential health hazards.
30. Implementation of the proposed plan is not anticipated to result in the obstruction of any scenic vista or view open to the public, nor the creation of an aesthetically offensive view open to public view.

* This issue has undergone further analysis within the text of the DEIR.

31. Implementation of the proposed plan is not anticipated to result in the restriction of existing or sacred uses within the potential impact area.
32. Implementation of the proposed plan is not anticipated to result in the fulfillment of short-term environmental goals to the disadvantage of long-term environmental goals.
33. Implementation of the proposed plan is not anticipated to result in environmental effects which will directly or indirectly cause substantial adverse effects on human beings.

Environmental Impact Report

The following summarizes those effects which were determined to be less than significant in the preparation of the environmental document. The following issues were indicated as having an insignificant impact in the EIR.

Land Use

1. Changed neighborhood character when considering the existing blight and mixed character of development would not be considered significant if development occurred in accordance with the Redevelopment Plan and established City design and land use guidelines.
2. The conversion of open space/vacant uses to urban uses is considered less than significant.
3. No land use incompatibilities are anticipated.
4. The loss of prime soils is considered a less than significant impact on a local basis.
5. The project's contribution to the cumulative loss of open space and prime agricultural soils is considered less than significant.
6. Future land use incompatibilities could occur where major land use changes could result in non-residential uses developing near residential areas or in higher density housing near low-density residential uses. Potential land use incompatibilities are considered a significant impact. However, implementation of City policies and requirements which have been incorporated into the project will reduce land use incompatibility impacts to a less than significant level.
7. Development consistent with designated North Sacramento Community Plan land uses may result in land use incompatibilities between the proposed industrial/labor intensive complex south of SR 160 and the American River Parkway. This impact can be mitigated to a level of insignificance with implementation of City policies and requirements.

8. Implementation of the proposed project may also result in conflict with jobs-housing balance policies depending on the intensity of future employment-generating uses and the success of mixed-use concepts in the Special Planning Districts. This is considered a significant impact that can be mitigated to a level of insignificance at a policy level with City policies and requirements.
9. Development of the portion of the project area near the American River Parkway with industrial uses in accordance with the North Sacramento Community Plan would be in conflict with General Plan Commerce and Industry Land Use Element policies. This is considered a significant impact that can be reduced to a less than significant level with City policies and requirements which have been incorporated into the proposed project.
10. Implementation of the proposed project may result in conflicts with General Plan Conservation and Open Space Element goals and policies. This impact can be reduced to a less than significant level at a policy level through the implementation of City policies and requirements which have been incorporated into the proposed project.
11. Implementation of land uses assumed under the proposed project may result in conflicts with some Public Services and Facilities Element Parks and Open Space actions. This is considered a significant impact that can be reduced to a less than significant level at a policy level with City policies and requirements which have been incorporated into the proposed project.
12. The proposed plan will increase the demand for skilled employees in the North Sacramento area. This potentially significant impact could have some economic repercussions on the local economy. Compliance with City policies and requirements which have been incorporated into the project will reduce potentially significant impacts to a less than significant level.

Land Use Plans

13. The proposed project incorporates the uses of the North Sacramento Community Plan. No General Plan Amendments are proposed or required. No significant impacts are anticipated.
14. The proposed project encourages circulation improvements in accordance with General Plan Circulation Element goals and policies.
15. No conflicts with Circulation Element goals and policies are anticipated.
16. The proposed project supports the Public Facilities and Services Element goals and policies. No conflicts with Public Facilities and Services Element goals and policies are anticipated.

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17. The proposed project supports some Health and Safety Element policies. No conflicts with adopted goals and policies are anticipated.
18. The Redevelopment Plan does not propose specific projects in conflict with the North Sacramento Community Plan. No consistency impacts are anticipated.
19. The proposed project supports Land Use Element goals and policies. No conflicts with Land Use Element goals and policies are anticipated.
20. The proposed project supports Housing Element goals and objectives. No conflicts with Housing Element goals and policies are anticipated.
21. The proposed project supports Transportation Element goals and objectives. No conflicts with Transportation Element goals and policies are anticipated.
22. The proposed project supports Neighborhood Environment Element goals, policies, and objectives. No conflicts with Neighborhood Environment Element goals and policies are anticipated.

Population and Employment

23. Project buildout will result in a net increase in housing units and population in the project area. No significant impacts are anticipated.
24. The proposed project will increase the demand for skilled employees in the North Sacramento area. Compliance with City policies and requirements will result in less than significant impacts.

Housing

25. Implementation of the proposed plan will remove barriers to growth and lead to implementation of the North Sacramento Community Plan. Displacement of residences may occur due to redevelopment of existing residential and/or commercial-residential uses to strictly commercial uses. The North Sacramento Redevelopment Plan provides for the complete relocation of all persons of low or moderate income and for relocation assistance to all persons displaced by an Agency action, resulting in a less than significant impact.
26. The vacancy rate may drop in the project area due to increased housing demand as a result of new employment opportunities. The vacancy rate in the immediately surrounding vicinity, and the City as a whole, could be expected to decrease due to the likelihood of a jobs/housing imbalance in the project area. Impacts associated with vacancy rates are considered less than significant.

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Traffic and Circulation

27. During the p.m. peak hour the intersections of El Camino/Del Paso and El Camino/Evergreen experience a change in the Level of Service from "B" to "C" under the proposed project. However, in each instance the V/C falls below the City standard. Impacts to these intersections are considered less than significant.

Noise

28. The vacant area located at the northeastern point of the project area is designated for residential uses in the proposed plan. This area is located within the overflight zone of McClellan Air Force Base and is subject to noise levels ranging from 65 CNEL to 70 CNEL. The Sacramento General Plan Noise Element does not allow for residential uses within the 65-70 CNEL noise contour. Residential uses are allowed in the overflight area in general. Residential development of this vacant area is addressed by the City policies and requirements which have been incorporated into the proposed project. Impacts associated with aircraft noise are considered less than significant.
29. The future circulation plans provide for the construction of the Arden-Garden Connector, the Exposition Boulevard Extension, the Evergreen Street Extension, and additional road improvements to accommodate increased traffic. Due to increased levels of traffic that are associated with the proposed plan, more areas will experience increased noise levels. Many of the areas surveyed will not result in significant noise impacts because the surrounding areas are designated for industrial, office, or retail uses and those uses allow for greater noise levels. Impacts associated with circulation improvement-related noise are considered less than significant.

Biological Resources

30. Except for the few oak stands, the project area has little left in the way of biotic resources that could sustain any more than a minor impact, even with full development. Most vacant lots in the project area could be developed without significant biotic impacts or constraints.
31. There are no prime habitats for sensitive species within the project area. Potential impacts that would occur to such species with implementation of the proposed plan are considered less than significant.
32. The potential impacts to Swainson's hawks from loss of foraging or nesting habitat would be less than significant due to the low real value of habitat surrounded by encroaching development.

33. Common wildlife species could be adversely affected by losing additional physical space and through even greater human disturbance and encroachment into the last remaining open sites. This is considered a less than significant cumulative impact.

Public Services and Utilities

34. A need to expand police facilities to accommodate the increase in demand for services with implementation of the proposed plan is not anticipated.
35. Because additional staffing is included as part of the plan, potential impacts to police services are considered less than significant.
36. The potential need for additional Fire Department staffing and facilities is considered less than significant.
37. Sutter Health is the administrative service for both Sutter Hospital and Sutter Memorial Hospital. U.C. Davis Medical Center is the only provider of trauma services to the project area. Neither foresee any problems from a business perspective in serving the proposed plan. The increase in net new residences and businesses is considered as a less than significant impact upon hospital services.
38. The proposed project will generate an increase in the demand for water. The Water Division of Public Works anticipates that the increased demand for water generated by the proposed plan will not have a significant impact upon the capacity of water provided to the project area.
39. The existing level of water distribution in relation to fire protection for the project area is presently substandard and is incapable of supporting the level of development associated with the proposed plan. As part of the proposed plan all substandard water mains and fire hydrants will be upgraded to meet the current standards. Through implementation of the plan itself these potential impacts to water distribution in the project area will be reduced to a level of insignificance.
40. The Sacramento Regional County Sanitation District estimates based upon net development values, that the additional peak wet weather flow under the proposed project will be approximately 700,000 gpd. The additional peak flow to the SCRWTP is considered an insignificant impact.
41. Development associated with the proposed plan may have a significant impact on the existing sanitary sewer system due to existing sewer line capacity. As part of the proposed plan, deficiencies in the infrastructure system will be upgraded to accommodate the level of growth associated with the plan. As a result potential capacity impacts to the sewer system will be at a less than significant level.

42. Much of the North Sacramento area drainage systems are outdated or are substandard. Implementation of the proposed plan and Capital Improvement Plan will reduce these potential drainage impacts to a less than significant level.
43. The additional proposed development and additional four miles of roadway to be developed as part of the proposed plan will not significantly impact the Street Division's ability to provide residential garden refuse pick-up and street cleaning. Through implementation of the proposed plan potential impacts associated with roadway deficiencies will be reduced to a less than significant level.
44. The proposed project will generate an increase in solid waste. Implementation of the proposed plan will result in an increased need for solid waste collection and disposal services. The Municipal Solid Waste Division anticipates no adverse impacts in providing collection services to the proposed project area. The impacts associated with solid waste are considered significant but can be reduced to a less than significant level through the project's incorporated adherence to City Ordinance 91-044 (Recycling and Solid Waste Disposal Requirements for New and Existing Developments) and other City policies and requirements regarding solid waste.
45. In order to be in accordance with City standards, the proposed plan will require approximately 5.0 additional acres of parklands within the general vicinity of the project area. With the continued implementation of the Master Plan for Parks and Recreational Services, and adherence to the City policies and requirements for parks which have been incorporated into the proposed project, the potential impacts upon parklands in the project area will be reduced to a less than significant level.
46. The potential future number of students associated with the proposed plan may result in significant impacts to the current capacity levels of the schools in the project area. These impacts can be avoided and reduced to a less than significant level with adherence to existing City policies and requirements related to schools which have been incorporated into the proposed project.
47. Pacific Gas and Electric estimates that the future gas service demands associated with the proposed plan will not create a need for expansion of facilities. It is anticipated that the proposed circulation and roadway improvements could require some relocation of existing gas mains. This is considered a significant impact that can be reduced to a less than significant level with adherence to City policies and requirements which have been incorporated into the proposed project.
48. The anticipated new development and revitalization of existing uses will create an increased level of demand for electricity. Development of the site will in turn require additional overhead and underground transmission lines along roadways and public utility easements in the project area. The increased level of demand for electrical services and facilities is considered a significant impact which can be reduced to a less than significant level with adherence to City policies and requirements which have been incorporated into the proposed project.

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49. Pacific Bell will provide service to all existing uses in the project area through the existing transmission lines. Extension of services may be required for areas that currently do not receive service. Additional utility easements may be required for the extension of services to these areas. This potential impact can be reduced to a less than significant level through adherence to City policies and requirements which have been incorporated into the proposed project.
50. The proposed redevelopment plan will induce development and growth in the North Sacramento Area. Past, present, and reasonably foreseeable development associated with the redevelopment plan will have a cumulative effect on the provisions of water, sewer, police protection, solid waste, storm drainage, roadways, gas and electricity, schools, medical services, and telephone services. Implementation of the proposed plan in conjunction with close adherence to City policies and requirements will reduce potential public services and utility impacts to a level of insignificance.
51. Sacramento Cable has indicated that impacts to existing and/or future cable television services in the project area will be less than significant.

SUMMARY OF IMPACTS THAT REQUIRE TIERED ANALYSIS

Initial Study

The following briefly describes those effects that were determined to require future environmental analysis. As site-specific plans for the Redevelopment Plan are considered for implementation, project specific environmental analysis will need to address the following impacts.

Earth

1. Implementation of the proposed project may result in the exposure of specific projects to liquefaction of subsurface soils.
2. Implementation of the proposed project may result in additional grading, compaction, and overcovering of exposed soils. Increased overcovering of the soils could result in increased speed and amount of runoff during storms.
3. Implementation of the proposed project may increase offsite soil erosion during future construction periods.
4. Redevelopment activities may alter drainage patterns on individual project sites.

Water

5. Redevelopment activities and development encouraged by redevelopment will contribute additional runoff to the Natomas East Main Drainage Canal and the American River systems. Construction activities may contribute organic pollutants during the construction of infrastructure and improvements.

Noise

6. The proposed project may result in construction-related noise impacts which exceed acceptable levels.

Environmental Impact Report

Land Use Plans

1. Implementation of the proposed project in conjunction with other past, present, and reasonably foreseeable development may result in cumulative changes to City plans and policies. Future plan amendments are to be evaluated on a case-by-case basis and internal consistency is required. This is not considered a significant cumulative impact.

Air Quality

2. The increase of traffic on local roadways under the increased intensity alternative is not expected to have an impact on localized micro-scale ambient air quality standards.

Noise

3. The areas along the eastern corridor of El Camino Boulevard and the southern portion of Del Paso Boulevard may experience some land use-noise incompatibilities due to the conversion from industrial and commercial uses to Special Planning Districts (SPDs). Additional planning considerations should be made with regard to multi-family residential uses and noise levels on a project-specific level for these Special Planning areas.

Geology/Soils

4. Differential settlement of compressible soils that exist in the project area could potentially cause severe damage to foundations of structures due to non-homogeneous subsurface conditions. The addition of irrigation water and variations in groundwater level within collapsible soils may induce hydroconsolidation and settlement which may also adversely affect utilities and structures.

5. Expansive soils not detected prior to construction may severely damage structural foundations, slabs, pavements, lake linings, and exterior flatwork. Because geologic conditions vary widely, it is difficult to generalize about expansive soil potential; therefore, expansive soils may occur in areas thought to be free of this condition. Grading and recompaction required to construct the proposed project with the expansive soils known to exist, creates a potentially significant project-specific impact.

Hydrology

6. Any construction-related activity has the potential to impact water quality. Suspended solids and turbidity levels in streams may increase significantly during construction activities. Changes to water quality may also occur due to increases in runoff from impervious surfaces on sites which are presently vacant or under-utilized. Water quality may also be influenced by illegal dumping from new commercial and industrial uses.
7. Implementation of the proposed project may involve impacts associated with groundwater contamination sources within the project area.

Biological Resources

8. Adoption of the redevelopment plan would result in development on the two parcels of land in the project area that contain extensive stands of native oaks.
9. Buildout of the proposed plan could result in minor losses of small, fragmented wetlands.
10. Adoption of the redevelopment plan could result in a significant impact to the valley elderberry longhorn beetle, a federally listed and protected species.

Cultural Resources

11. It is possible that some archaeological resources may be discovered during construction activity under the proposed Redevelopment Plan.
12. Implementation of the proposed Redevelopment Plan may result in impacts to historic resources in the project area.

SUMMARY OF IMPACTS MITIGATED TO A LEVEL OF INSIGNIFICANCE

Environmental Impact Report

Impacts associated with the following environmental issues will be mitigated to a level of significance upon adherence to existing City policies and implementation of the project's mitigation measures.

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Land Use Plans

1. The North Sacramento Community Plan is internally inconsistent, conflicting with Policy A9 of the Housing Element by designating land uses that could replace an existing mobile home park with park/open space uses. This is considered a significant impact that can be mitigated to a level of insignificance at a policy level.
2. The land uses assumed under the Redevelopment Plan include industrial and labor intensive uses near the Parkway. Individual projects proposed under the Plan may conflict with adopted goals and policies related to visual impacts on the American River Parkway, damage to wildlife, and recreation use disruption depending on specific location, design, and height. Compliance with the Parkway Plan policies and requirements will reduce any potentially significant impacts to a level of insignificance.
3. The Parks and Recreation Facilities Master Plan does not indicate a future park at the SR 160 and Del Paso Boulevard area although it is indicated in the North Sacramento Community Plan, and by extension, is included in the proposed Redevelopment Plan. The conflict between these plans is considered significant. The impact can be reduced to a level of insignificance with the implementation of mitigation measures.

Population and Employment

4. Implementation of the proposed project may result in a displacement of businesses as properties redevelop. Impacts related to business displacement can be mitigated to a level of insignificance.
5. The implementation of the proposed project in conjunction with other past, present, and reasonably foreseeable projects will result in the displacement of businesses. The project's contribution to this impact can be mitigated to a level of insignificance.

Housing

6. Housing units may be eliminated for other redevelopment projects proposed in the project area. The displacement of existing households is a significant impact which can be mitigated to a level of insignificance.

Air Quality

7. The proposed project will have a short-term impact on air quality caused by construction activities. Construction-related impacts can be mitigated to a level of insignificance.

Noise

8. The proposed project will generate temporary construction noise on a short-term and long-term basis. Construction-related noise impacts can be anticipated throughout the 15-year buildout period. Construction-related noise sources include such emitters as trucks, bulldozers, grading equipment, concrete mixers and portable generators. These temporary construction noise impacts can be mitigated to a level of insignificance.
9. The vacant area in the northeastern part of the project area is designated for residential use and is adjacent to the Southern Pacific Railroad line. Noise levels associated with railroad operations may have a significant impact on this particular area and should be considered on a project-specific basis. This is considered a significant impact that can be mitigated to a level of insignificance through mitigation measure 14.

Geology/Soils

10. Expansive soils not detected prior to construction may severely damage structural foundations, slabs, pavements, lake linings, and exterior flatwork. Because geologic conditions vary widely, it is difficult to generalize about expansive soil potential; therefore, expansive soils may occur in areas thought to be free of this condition. Grading and recompaction required to construct the proposed project with the expansive soils known to exist, creates a potentially significant project-specific impact. Impacts associated with expansive soils can be mitigated to a level of insignificance.
11. Seismic-induced liquefaction can cause ground failure resulting in severe damage to buildings, flatwork, pavement and underground utilities. This is a potentially significant project-specific impact that can be mitigated to a level of insignificance.

Hydrology

12. Any construction-related activity has the potential to impact water quality. Suspended solids and turbidity levels in streams may increase significantly during construction activities. Changes to water quality may also occur due to increases in runoff from impervious surfaces on sites which are presently vacant or under-utilized. Water quality may also be influenced by illegal dumping from new commercial and industrial uses. Construction- and operations-related impacts on groundwater quality from projects of this type are expected to be less than significant. Impacts associated with surface water quality can be mitigated to a level of insignificance.

SUMMARY OF SIGNIFICANT IMPACTS WHICH CAN BE PARTIALLY MITIGATED BUT REMAIN SIGNIFICANT

Population and Employment

1. The proposed increases in industrial and office uses will provide employment opportunities. This could lead to a housing/jobs imbalance for the area and in turn a need for more affordable housing in the regional and local areas. This is considered a significant impact that can be partially mitigated, but will remain significant and unavoidable.
2. The proposed project, in conjunction with other past, present, and reasonably foreseeable future projects, will have a cumulative impact on the growth of employment opportunities in the area and on the attainment of a jobs/housing balance. The creation of job opportunities which create a jobs/housing imbalance leading to housing demand in excess of supply can be partially mitigated, but remains significant and unavoidable.

Housing

3. Despite the proposed number of new units, an insufficient number of housing units will be available in relationship to employment opportunities. New demand will also contribute to a jobs/housing imbalance in the City as a whole. The jobs/housing imbalance created under this scenario is considered a significant impact which can be partially mitigated, but remains significant and unavoidable.
4. Increases in housing costs and rental rates in the project area and City-wide are significant and unavoidable impacts.
5. In conjunction with other past, present, and reasonably foreseeable projects, the proposed project will result in the displacement of households. It is anticipated that new housing units will not meet the demand of the additional employees generated from the proposed project. This is considered a significant cumulative impact that can be partially mitigated, but will remain significant and unavoidable until full implementation of proposed mitigation measures.

Traffic and Circulation

6. For the increased intensity alternative scenario, Level of Service deteriorates at the Arden/Del Paso/ Grove/Canterbury intersection from "C" to "F" during the a.m. peak hour, assuming that all six approaches to the intersection continue to operate. During the p.m. peak hour, Level of Service deteriorates from the existing "E" to "F". This impact can be partially mitigated, but remains significant.

7. The projected Level of Service deteriorates from the existing "A" to "D" at the intersection of Arden Way and Evergreen Street for the increased intensity alternative. During the p.m. peak hour, this intersection experiences an increase in V/C of .24 over the existing condition, and a change in Level of Service from "C" to "F". These impacts can be partially mitigated, but remains significant.
8. Impacts to parking can be partially mitigated with implementation of mitigation measures, but remain significant and unavoidable.
9. The projected Level of Service at the Arden Way/Del Paso Boulevard intersection remains at LOS "F" under the proposed project as well as the alternatives. In addition, higher volumes of traffic are projected on SR 160. Cumulative impacts can be partially mitigated, but remain significant until the full implementation of the proposed mitigation.

Air Quality

10. The project will have an impact on regional air quality. Mobile source emissions will be generated from the residents, office employees and retail customers. Redevelopment vehicular emissions will add a substantial air pollutant increment to the overall regional burden. This impact can be partially mitigated, but remains significant and unavoidable.
11. The airshed is a non-attainment area, particularly for ozone, and is required by law to generate sufficient emissions reductions from all sources to meet state and federal standards. Any office, retail or residential project, regardless of scope, will impede this attainment process. Long-term impacts to air quality can be partially mitigated, but remain significant and unavoidable.
12. The proposed redevelopment plan, in conjunction with other past, present and reasonably foreseeable future projects, will cause vehicular emissions to be added to an airshed already exceeding standards and under orders to reduce net emission levels. This is a cumulatively significant air quality impact which can be partially mitigated, but remains significant and unavoidable.

Noise

13. Noise impacts associated with the existing plus project scenario would have incrementally greater impacts on many of the same areas identified as experiencing existing noise impacts. This is considered a significant impact which can be partially mitigated, but remains significant and unavoidable.
14. Cumulatively, the additional levels of traffic associated with the proposed plan will create increased noise levels for the project area. More sensitive noise receptors such as residential uses will be exposed to "conditionally acceptable." The additional

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cumulative noise levels associated with the proposed plan are considered significant impacts which can be partially mitigated, but remain significant and unavoidable.

15. Under cumulative traffic conditions most of the mobile home park area will be subject to CNEL levels of 70 or greater. These greater levels are generally considered unacceptable for residential uses. This is a significant cumulative impact which can be partially mitigated, but remains significant and unavoidable.

Hydrology

16. Implementation of mitigation measures will partially mitigate impacts of exposure to flooding within the 100-year floodplain but they will remain significant and unavoidable.
17. Implementation of the proposed redevelopment plan will result in an increase in the exposure of people, structures and objects to flood hazards. Most of the future development would occur in areas requiring continued levee protection. The most likely flooding would occur in association with the NEMDC. Implementation of mitigation measures can partially mitigate these impacts, but they remain significant and unavoidable.
18. In conjunction with other past, present and reasonable foreseeable future projects, the proposed project will expose persons and property to flooding hazards. This impact can be partially mitigated, but remains significant and unavoidable.

SUMMARY OF SIGNIFICANT UNAVOIDABLE IMPACTS

Housing

19. Increases in housing costs and rental rates in the project area and City-wide as a result of implementation of the proposed project is a significant impact which is partially addressed by City policies and requirements which have been incorporated into the proposed project. However impact remain significant and unavoidable.

Geology/Soils

20. The proposed project will involve the exposure of people, structures, and objects to seismic hazards such as severe ground shaking. In such an instance, some damage may occur to structures such as cracking or structural failure. This is a significant unavoidable impact.

Biological Resources

21. The loss of any mature valley oaks is a significant unavoidable cumulative impact.

**MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST
NORTH SACRAMENTO REDEVELOPMENT PLAN
EIR**

Mitigation Measure Number	Mitigation Measure	Monitoring Milestone	Monitor/ Responsible Party	VERIFICATION OF COMPLIANCE		
				Initials	Date	Remarks
<u>Land Use Plans</u>						
1.	Approval of individual projects which may affect the General Plan, Community Plan, 1984 Parks and Recreation Facility Master Plan, or American River Parkway Plan by the City Council shall not occur until consistency with the Plan policies, maps, and figures is achieved, or unless the Plan(s) is/are amended to be consistent with the revised proposed projects, or unless overriding considerations are adopted for significant unavoidable impacts.	Prior to approval of individual projects.	SHRA and City Planning Department			
<u>Population and Employment</u>						
2.	The Agency and City shall comply with State guidelines regarding relocation assistance to displaced businesses. According to Title 25, Chapter 6 of the California Health and Safety Code, businesses displaced by the actions of a local agency are entitled to collect their moving expenses plus up to \$10,000 for re-establishment costs, or a fixed payment of up to \$20,000 based on loss of existing patronage. The Agency shall also provide affected businesses with information on the availability of other suitable sites.	Prior to issuance of demolition permits.	SHRA/ Relocation Coordinator			
<u>Housing</u>						
3.	An Agency appraiser shall determine whether it is most cost efficient to remove housing units to allow for new construction in non-residential areas and build a replacement unit in an area designated for residential use, or to relocate the existing structure as a means of infill housing to a new location. This shall be done prior to the issuance of demolition permits.	Prior to application for demolition permits.	SHRA/Housing Development & Preservation Department			
3a.	Through plan review, the City shall ensure that individual projects are designed to minimize long-term community disruption by maintaining access between residential and community services prior to the issuance of building permits.	Prior to issuance of building permits.	SHRA and City Planning Department			
4.	The Agency shall act in accordance with Government Code (Sections 65863.7 and 66427.4) with regards to the conversion of existing mobile home parks to non-residential uses. All procedures shall be completed prior to the closure of the development.	Prior to closure of the development.	SHRA/Housing Development & Preservation Department			

Source: STA Planning, Inc.

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Mitigation Measure Number	Mitigation Measure	Monitoring Milestone	Monitor/Responsible Party	VERIFICATION OF COMPLIANCE		
				Initials	Date	Remarks
<u>Traffic and Circulation</u>						
5.	Prior to the issuance of a building permit for any new non-residential development in the North Sacramento Redevelopment Plan area, a Transportation System Management (TSM) program shall be prepared and submitted in compliance with the City of Sacramento Ordinance 88-083. The program shall include a discussion and analysis of basic facilities and services that encourage the use of alternative commute modes by 35 percent of future tenants of proposed projects.	Prior to issuance of building permits.	SHRA and City Public Works Department			
6.	Through the project and environmental review process, the City of Sacramento and the Sacramento Housing and Redevelopment Agency shall consider and encourage transit oriented development (TOD) in accordance with TOD Guidelines, particularly in the Special Planning Districts as identified in the North Sacramento Community Plan.	During environmental review.	SHRA and City Planning Department			
7.	As specific site development proposals are submitted in the North Sacramento Redevelopment Plan area, the Public Works Department at the City of Sacramento shall be consulted to determine if site specific transportation impacts may occur with the specific development proposal.	During environmental review.	SHRA and City Public Works Department			
7a.	The Redevelopment Agency shall consult with the Regional Transit District before developing additional parking along Del Paso Boulevard and in other areas in close proximity to the light rail line. Working with the Transit District, the Agency shall identify measures to ensure that these parking areas do not discourage use of the light rail line. Such measures may include dual use (local and park-n-ride lots), preferential parking for high-occupancy vehicles, and parking reduction programs. The Agency shall also consider opportunities to develop high-density land uses near existing light rail stations to increase rail ridership and decrease auto use.	Prior to development of new parking in proximity to light rail line.	SHRA and Sacto Regional Transit District			
<u>Air Quality</u>						
8.	SHRA and the City of Sacramento shall ensure through construction site monitoring that construction activity areas confine dirt and fumes on-site. Careful construction planning to minimize interference with travel on downtown streets shall be conducted prior to construction. Minimization of lane obstructions and scheduling of operations that may interfere to off-peak hours shall be accomplished.	During construction.	SHRA and City Public Works Department			

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Mitigation Measure Number	Mitigation Measure	Monitoring Milestone	Monitor/Responsible Party	VERIFICATION OF COMPLIANCE		
				Initials	Date	Remarks
<u>Air Quality</u> <u>(cont'd)</u>						
9.	Through project development and review, SHRA and the City of Sacramento shall encourage new development which incorporates the transportation control measures (TCM) outlined in the 1991 Sacramento AQAP and described below: <ul style="list-style-type: none"> ● Employer Commute Alternatives Rule ● Worksite Commute Alternatives Rule ● Institutional Commute Alternatives Rule ● Commute Data Upgrade ● Enhance Rideshare Matching and Placement ● Expand TMA's ● Expand Guaranteed Ride Home Effort ● Alternative Work Schedules ● Truck Idling Regulation ● Improve Bus Routes, Service and Schedules ● Improve Fare Collection System ● Ramp Meter Bypass Lanes ● Freeway HOV Lanes ● Arterial/Downtown HOV Lanes ● Bicycling Safety and Enforcement ● Shuttle Service ● Tax Incentives ● Preferential On-Street Parking ● Preferential Off-Street Parking ● Telecommunications 	During environmental review.	SHRA and City Planning Department			
9a.	To the maximum extent feasible, the City shall require the use of non-potable water for mixing construction materials, washing down surfaces, and wetting down dirt-covered surfaces during construction.	During construction.	City Public Works Department			
10.	SHRA and the City of Sacramento shall ensure attainment of more than the minimum state and local requirements for energy conservation measures to reduce indirect-source emissions from on- and off-site energy production.	During environmental review.	SHRA and City Environmental Services			

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Mitigation Measure Number	Mitigation Measure	Monitoring Milestone	Monitor/Responsible Party	VERIFICATION OF COMPLIANCE		
				Initials	Date	Remarks
<u>Noise</u>						
11.	The City of Sacramento Planning Department shall monitor all construction activities to ensure that the operation of construction activities will be limited to daytime working hours (7 a.m. to 5 p.m., Monday through Friday) to minimize the potential for disturbance to adjacent residences. All construction equipment shall be required to utilize noise control techniques (improved mufflers, equipment redesign, use of silencers and ducts) in order to minimize construction noise impacts.	During construction.	City Planning and Public Works Department			
12.	Upon submission of building applications the City of Sacramento Planning Department shall ensure that project applicants pursue site planning which minimizes potential noise impacts to the use or generated by the use prior to the issuance of building permits. Site planning techniques may include: <ul style="list-style-type: none"> a. Increasing the distance between the noise source and the receiver b. Placing non-noise sensitive land uses such as parking lots, maintenance facilities and utility areas between the source and the receiver c. Using non-noise sensitive structures such as garages to shield noise-sensitive areas d. Orienting buildings to shield outdoor spaces from a noise source 	Upon submission of building applications.	City Planning and Public Works Department			
13.	The City of Sacramento Planning Department shall ensure applicant compliance with noise reduction requirements through architectural design prior to the issuance of building permits. Proper architectural layout may eliminate the need for costly construction modifications.	Prior to issuance of building permits.	City Planning and Public Works Department			
14.	The City of Sacramento Planning Department shall ensure that noise barriers or walls shall be constructed by project applicants to reduce excessive noise levels from ground transportation noise sources and industrial sources prior to the issuance of occupancy permits. Barriers shall be constructed at a minimum surface weight of 3½ lbs./sq. ft. and contain no cracks or openings. The barrier must interrupt the line-of-sight between the noise source and the receiver. In addition to meeting acoustical requirements, noise barriers shall be evaluated by the City of Sacramento Planning Department for possible maintenance problems, aesthetic and environmental considerations, safety conflicts and cost (Sacramento General Plan Update EIR, 1987).	Prior to issuance of occupancy permits.	City Planning and Public Works Department			

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Mitigation Measure Number	Mitigation Measure	Monitoring Milestone	Monitor/Responsible Party	VERIFICATION OF COMPLIANCE		
				Initials	Date	Remarks
<u>Geology/Soils</u>						
15.	<p>Prior to the issuance of grading permits for individual projects, the project applicant shall be responsible for hiring a qualified Geotechnical Engineer (GE) and Hydrogeologist (HG), to be approved by the City of Sacramento Planning Director. The GE and HG shall jointly prepare a report for submittal to the City Engineer which shall assess and provide mitigation measures where necessary for the following:</p> <ul style="list-style-type: none"> a. Inducement of subsidence on-site through permanent dewatering. b. Inducement of hydroconsolidation and settlement (and its affect on proposed utilities and structures) through the addition of irrigation water and variations in groundwater level within collapsible soils. c. Settlement in areas of man-made fill. d. Sloughing and caving of noncohesive, poorly trench walls when excavating for underground utilities. e. Ponding around structural footings and infiltration of excess water into the fill. f. Detail the use of piles and/or enlarged footings for critical structures (such as hospitals and schools) to reduce settlement damage from soils which may not be removed cost effectively. 	Prior to issuance of grading permits.	City Planning and Public Works Department			
16.	Soils with identified settlement potential shall be surcharged and settlement-monitored by the applicant for a period of time (to be determined by the City Engineer) sufficient to achieve an acceptable percentage (to be determined by the Geotechnical Engineer and approved by the City Engineer) of potential settlement prior to construction.	Prior to construction.	City Public Works Department			
17.	If surcharging and settlement-monitoring are not used, the applicant shall be responsible for remedial removal of unsuitable soils to a depth where suitable soils are encountered. Soils shall be subsequently replaced and properly compacted to meet acceptable City construction standards. This work shall be accomplished under the supervision of the Geotechnical Engineer prior to issuance of building permits.	Prior to issuance of building permits.	City Public Works Department			

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				Initials	Date	Remarks
<u>Geology/Soils</u> (cont'd)						
18.	The applicant shall be responsible for minimizing the settlement potential of artificial fill beneath all structures. This shall be achieved by utilization of proper compaction of fill materials (90 percent or better of ASTM Test Method D1557-78) during grading. This work shall be accomplished under the supervision of the Geotechnical Engineer prior to issuance of building permits.	Prior to issuance of building permits.	City Public Works Department			
19.	Soil shrinkage shall be calculated by the GE into the grading plan design to allow for soil volume lost during grading. These calculations shall be approved by the City Engineer prior to issuance of grading permits. If necessary, soil shall be imported from offsite in order to achieve design grades.	Prior to issuance of grading permits.	City Public Works Department			
20.	Prior to issuance of grading permits, the project GE shall prepare a report for approval by the City Engineer which assesses and provides mitigation measures for the following: <ul style="list-style-type: none"> a. Specific measures for adequate foundation, paving, and flatwork design in areas of any remaining expansive soils. b. Assess expansive soil conditions for each building site prior to grading and upon completion of grading to confirm the location of expansive soils, if any. c. Identify the Expansion Index (EI) on-site and specify where necessary recommendations including, but not limited to: 1) presaturation of soils prior to concrete placement; 2) raised floors; 3) post-tensioned slabs; 4) thicker slabs; 5) deeper footings; 6) the addition of soil amendments to facilitate wetting during compaction. 	Prior to issuance of grading permits.	City Public Works Department			
21.	The applicant shall be responsible for remedial removal of expansive soils on-site during grading and prior to the issuance of building permits. Should any construction occur on expansive soils, the applicant shall adhere to the recommendations identified above.	Prior to issuance of building permits.	City Public Works Department			

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				Initials	Date	Remarks
<u>Geology/Soils</u> (cont'd)						
22.	The use of a single soil type or a well-mixed blend of two or more soil type near all finished pad elevations and fill slope faces shall be utilized to reduce the expansion potential of a single soil type. This practice shall be documented by the project GE based on expansion index testing performed on near surface soils upon the completion of grading for submittal to the City Engineer, prior to issuance of building permits.	Prior to issuance of building permits.	City Public Works Department			
23.	The use of expansive soils in fill embankments shall be avoided. Blending of expansive soils with nonexpansive soils is preferred.	During construction.	City Public Works Department			
24.	The applicant shall be responsible for formulation of a soil moisture control plan if near surface expansive soils are identified upon the completion of rough grading. This plan shall be written by the project GE and submitted for approval to the City Engineer prior to issuance of building permits. This plan shall address the following issues: <ul style="list-style-type: none"> a. Indefinite maintenance of a constant moisture content in near surface expansive soils occurring on-site which would effect the performance of foundations, slabs, flatwork, slopes, paving, etc. b. Use of moisture barriers around foundations. c. Site grading techniques such that surface drainage around a structure is directed away from foundations. d. The necessity for roof guttering or runoff collection systems installed on structures to minimize concentration of moisture along perimeter foundations or walkways and pavement areas. 	Prior to issuance of building permits.	City Public Works Department			
25.	The City shall require project applicants to conduct geologic investigations of specific sites on a project-by-project basis. Such investigation shall include deep soil borings in all areas proposed for the development of structures having three or more stories, or for smaller structures involving high structural loads. These investigations shall be conducted and submitted to the City Engineer for approval prior to issuance of grading permits.	Prior to issuance of grading permits.	City Public Works Department			

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Mitigation Measure Number	Mitigation Measure	Monitoring Milestone	Monitor/Responsible Party	VERIFICATION OF COMPLIANCE		
				Initials	Date	Remarks
<u>Hydrology</u>						
26.	City and County of Sacramento policies for A-99 zone projects shall be incorporated into planning, design and construction of the project. Prior to approval of any future special permits, design and construction plans depicting compliance with A-99 zone regulations shall be submitted to the City for review and approval.	Prior to approval of future special permits.	City Planning and Public Works Department			
27.	During the planning, design, and construction of the project, the Agency shall coordinate storm and sanitary sewer improvements with the City Sewer Division and Flood Control Office. The Agency shall design on-site drainage facilities to prevent street flooding during a 10-year storm event, and to prevent structural damage during a 100-year storm event.	During planning, design, and construction.	SHRA and City Public Works Department			
28.	Concurrent with project approval, the City shall readopt the findings regarding flood-related impacts set forth in the Land Use Planning Policy within the 100-Year Flood Plain in the City and County of Sacramento EIR.	Concurrent with project approval.	SHRA and City Planning Department			
29.	Prior to issuance of building permits the applicant shall execute a notice and waiver agreement as required by current flood-related City policy.	Prior to issuance of building permits.	City Planning Department			
30.	The City and SHRA shall prohibit development in those areas where flood inundation time is less than two hours.	During environmental review.	SHRA and City Planning Department			
31.	The City and SHRA shall contribute resources and financing to levee reconstruction in connection with development in the project area. This shall include, but not be limited to, portions of the Natomas East Main Drainage Canal levee. Development fees could be used to augment the contribution.	During project implementation.	SHRA and City Planning Department			
32.	To reduce the risk of flooding throughout the area and avoid FEMA Floodplain designation, the City shall contribute resources and financing to reconstruction of low or structurally weak levees, reconstruction of the Folsom Dam spillway, and/or construction of a new storage reservoir on the American River.	During project implementation.	SHRA and City Planning Department			

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Mitigation Measure Number	Mitigation Measure	Monitoring Milestone	Monitor/ Responsible Party	VERIFICATION OF COMPLIANCE		
				Initials	Date	Remarks
Hydrology (cont'd)						
33.	The City shall require applicant compliance with the following construction practices to protect water quality: <ul style="list-style-type: none"> ● Minimize surface disturbance as much as possible; ● Dispose of excavated material away from water sources in an appropriate manner; ● Cover any denuded areas with a protective mulch as soon as practicable following active construction, and reseed with adaptive plant species of value to wildlife; ● Enforce strict on-site handling rules to keep construction and maintenance materials out of waterways; ● Isolate any chemicals used and neutralize effects; ● Collect and remove pollutants such as sanitary wastes and petroleum products from the job site; ● Execute and comply with the streambed modification agreements with the Department of Fish and Game (DFG) during instream construction activities; ● Prepare a spill prevention and countermeasure plan prior to construction; and ● Use chemical toilets at all construction site to prevent bacterial and nutrient contamination of surface waters. 	During construction.	City Public Works Department			
34.	Runoff control measures to trap pollutants, reduce flows, and promote infiltration shall be required by the City for all development in the project area. Such measures shall include provision for on-site retention and detention storage; designing storm drainage to slow water flows and thus depress peak flow volumes; minimizing impervious surfaces; and maximizing percolation, evaporation, and evapotranspiration of storm waters.	Prior to approval of individual projects.	City Public Works Department			
35.	The City shall require applicants for redevelopment projects involving demolition, or projects on currently vacant land to remove any on-site underground tanks prior to the issuance of building permits.	Prior to issuance of building permits.	City Public Works Department			

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				Initials	Date	Remarks
<u>Hydrology</u> <u>(cont'd)</u>						
35a.	The Redevelopment Agency and the City shall require all applicants for redevelopment projects to consult with the Hazardous Materials Division of the County of Sacramento Environmental Management Department to determine if the property under redevelopment is a site of toxic contamination and how that may affect project implementation. This shall occur prior to the issuance of a building permit.	Prior to issuance of building permits.	SHRA and City Planning Department			
<u>Biological Resources</u>						
36.	The City shall require all remaining native trees (particularly oaks) more than 10 inches in diameter be preserved or replaced at a ratio of 1:1 if removed. In particular, the City shall attempt to preserve existing valley oaks while implementing the proposed plan. Standard requirements regarding protection of oaks (including no compaction or ground disturbance within the tree's dripline, no summer watering, and no change in grade) shall be required by the City as part of its efforts to preserve existing trees. In addition, the City shall sponsor an active tree planting program to reverse the trends toward depletion. The City shall consider incorporating tree planting into the standard conditions for developments, requiring tree planting for private activities that remove large trees.	During project implementation.	SHRA and City Planning Department			
37.	The City and Agency shall review the two sites that still contain extensive stands of native oaks (sites 2 and 40) for possible inclusion into open space, local parkland, or other zoning designed to protect the trees. In particular, the City shall consider designating site 2, adjacent to the American River Parkway as open space. The City shall require any proposed development on these two sites that would result in the removal of trees to be preceded by a full review of the trees and their local values, with an adequate level of replacement compensation provided for trees that are removed.	Prior to approval of individual projects.	SHRA and City Planning Department			
38.	For projects that could affect the few remaining pockets of natural vegetation or habitat (grassland, oaks, swales, etc. in sites 2, 4, 14, 34, and 40) the City shall require individual project applicants to document the site's presence or absence of wetlands, mature oaks, and/or sensitive species, and mitigate for potential losses as per discussions with the California Department of Fish and Game and/or the Army Corps of Engineers.	During environmental review.	SHRA and City Planning Department			

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				Initials	Date	Remarks
<u>Biological Resources</u> (cont'd)						
39.	The City shall require individual project applicants to document the presence or absence of any wetlands in parcels proposed for development that are not currently developed. The City shall require letters of authorization or mitigation approval from the appropriate state and federal agencies as a condition of final local approval for projects that involve a wetland area.	During environmental review.	SHRA and City Planning Department			
40.	The City shall require project applicants to document a site's potential to support sensitive plants as a precondition to development if the proposed project site does not have any significant existing development, has not been filled or graded, and has any significant natural or naturalized vegetation.	During environmental review.	SHRA and City Planning Department			
41.	For projects that could affect the few remaining pockets of natural vegetation or habitat (grassland, oaks, swales, etc. in sites 2, 4, 14, 34, and 40) the City shall require individual project applicants to document the site's presence or absence of wetlands, mature oaks, and/or sensitive species, and mitigate for potential losses as per discussions with the California Department of Fish and Game and/or the Army Corps of Engineers.	During environmental review.	SHRA and City Planning Department			
42.	The City and Agency shall assure that FWS requirements are fully met and proposed VELB mitigation measures are approved by FWS before allowing final local approval of any on-site development at site 2, where a known VELB population exists. The City and Agency shall consult with FWS before taking any action which could adversely affect the elderberry bushes at site 3 which could house a VELB population. The City and Agency shall conduct a investigation to document the presence or absence of VELB at site 3 before authorizing the use of any insecticides in the site vicinity or the removal of any elderberry bushes on the site. If any VELB are present, the City and Agency shall follow FWS guidelines to design an appropriate mitigation plan.	Prior to approval of individual projects.	SHRA and City Planning Department			

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Mitigation Measure Number	Mitigation Measure	Monitoring Milestone	Monitor/ Responsible Party	VERIFICATION OF COMPLIANCE		
				Initials	Date	Remarks
<u>Cultural Resources</u>						
43.	All project-specific environmental review occurring subsequent to the Redevelopment Plan initiation shall include the following mitigation measures:					
	<ul style="list-style-type: none"> ● The City shall require that project applicants ensure that an archaeologist is present during grading activities to inspect the underlying soil for cultural resources. If significant cultural resources are uncovered, the archaeologist shall have the authority to stop or temporarily divert construction activities to assess the significance of the find. 	During environmental review and grading.	SHRA and City Planning Department			
	<ul style="list-style-type: none"> ● In the event that significant archaeological remains are uncovered during excavation and/or grading, all work shall stop in that area of subject property until an appropriate data recovery program can be developed and implemented. The cost of such a program shall be the responsibility of the applicant. 	During grading	SHRA and City Planning Department			
	<ul style="list-style-type: none"> ● The Agency in conjunction with the City of Sacramento Planning Department shall ensure that all new construction occurring on Del Paso Boulevard be conducted in accordance with the Architectural Design Guidelines for Del Paso Boulevard. Project applicants shall submit architectural designs to the Design Review Board for review prior to the issuance of building permits. 	Prior to issuance of building permits.	SHRA and City Planning Department			
	<ul style="list-style-type: none"> ● Prior to the issuance of demolition permits the City Planning Department shall ensure that project applicants conduct cultural resources research on the property in question. A written report shall be submitted to the Design Review Board and reviewed by the Agency. In the instance that a property is found to be significant on a local or regional level, the applicant shall investigate rehabilitation/adaptive re-use potential to the satisfaction of the City. If demolition is deemed necessary as the only feasible alternative, written and photographic documentation to Department of Interior Standards shall be prepared for submittal to the Planning Department prior to the granting of permits. 	Prior to issuance of demolition permits.	SHRA and City Planning Department			
44.	The Building Department shall ensure Agency compliance with Section 16 of the Zoning Ordinance (Design Review) prior to the issuance of building or demolition permits for existing structures.	Prior to issuance of building or demolition permits.	SHRA and Building Department			

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				Initials	Date	Remarks
<u>Cultural Resources</u> <u>(cont'd)</u>						
45.	The Agency should develop design guidelines for residential areas within the project area prior to implementation of the Redevelopment Plan to ensure that new development maintains the existing character of the area's neighborhoods.	Prior to Plan implementation.	SHRA			
46.	The Agency in conjunction with the City Planning Department shall ensure that all new construction occurring on Del Paso Boulevard be conducted in accordance with the Architectural Design Guidelines for Del Paso Boulevard. Project applicants shall submit architectural designs to the Design Review Board for review prior to the issuance of building permits.	Prior to issuance of building permits.	SHRA and City Planning Department			
47.	Prior to the issuance of demolition permits the City Planning Department shall ensure that project applicants conduct cultural resources research on the property in question. A written report shall be submitted to the Design Review Board and reviewed by the Agency. In the instance that a property is found to be significant on a local or regional level, the applicant shall investigate rehabilitation/adaptive re-use potential to the satisfaction of the City. If demolition is deemed necessary as the only feasible alternative, written and photographic documentation to Department of Interior Standards shall be prepared for submittal to the Planning Department prior to the granting of permits.	Prior to issuance of demolition permits.	SHRA and City Planning Department			
48.	For all rehabilitation work on structures over 50 years old, the Agency, in conjunction with the City Planning Department, shall require the use of the State Historic Building Code and replacement of elements with in-kind materials. This requirement may be waived upon submittal and approval of a written request to the Design Review Board substantiating infeasibility and undue economic burden.	Prior to issuance of demolition permits.	SHRA and City Planning Department			

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				Initials	Date	Remarks
<u>Public Services and Utilities</u>						
48a.	The City shall encourage a reduction in solid-waste generation resulting from transportation facility construction by requiring recycling materials to the extent feasible during construction.	Prior to issuance of demolition permits.	SHRA and City Planning Department			
49.	Prior to the issuance of any development permits, individual project applicants shall consult with the Sacramento Municipal Utility District regarding electrical distribution, acquisition of rights of way, and utility easements. This shall be done to the satisfaction of the Agency's Environmental Coordinator, in conjunction with the Director of SMUD.	Prior to the issuance of development permits.	SHRA			
50.	The Agency in conjunction with the City shall require applicants for development approvals within the project area to consult the SMUD Electric System Design Department in a timely manner at every stage of project development and implementation which could directly or indirectly impact the electrical distribution system (substations and overhead and underground power lines and poles). The primary contact until further notice shall be Gene Hoppes, distribution planner for this area, who may be reached at (916) 732-5794.	Prior to the issuance of development permits.	SHRA and City Planning Department			
51.	The SHRA and applicants for development approvals within the project area shall confer with SMUD and implement certain measures which are necessary to provide electrical services associated with specific projects they propose or sponsor. Such measures would include acquisition of rights of way and easements by SMUD and allocation of financial responsibility as required to proceed with facility relocation and construction.	Prior to issuance of development permits.	SHRA			
52.	The SHRA and property owners within the project area shall disclose available information regarding the location of existing and planned SMUD facilities to those parties that have property interests in the area or are in the process of acquiring such interests. Disclosure should be accurate, timely, clear, and well documented. The SMUD contact for more information is property administrator Bob Ellis at (916) 732-5337.	Prior to issuance of development permits.	SHRA			

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<u>Public Services and Utilities</u> <u>(cont'd)</u>						
53.	The Agency, in conjunction with the City, shall encourage applicant compliance with the SMUD Recommended Energy Efficiency/Load Management Measures for Residential and Commercial/Industrial New Construction. The respective SMUD contacts for these programs are Jerry Best at (916) 732-6605 and Jeff Molander at (916) 732-6207.	Prior to issuance of development permits.	SHRA and City Planning Department			