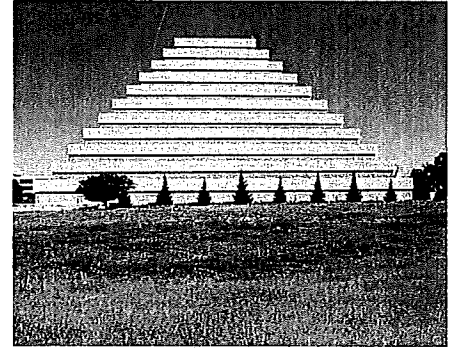


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Mitigation Monitoring and Reporting Program
for the

Raley's Landing Project



State Clearinghouse No. 2005042083

Prepared for:
City of West Sacramento

January 2006

EDAW

Mitigation Monitoring and Reporting Program
for the

Raley's Landing Project



State Clearinghouse No. 2005042083

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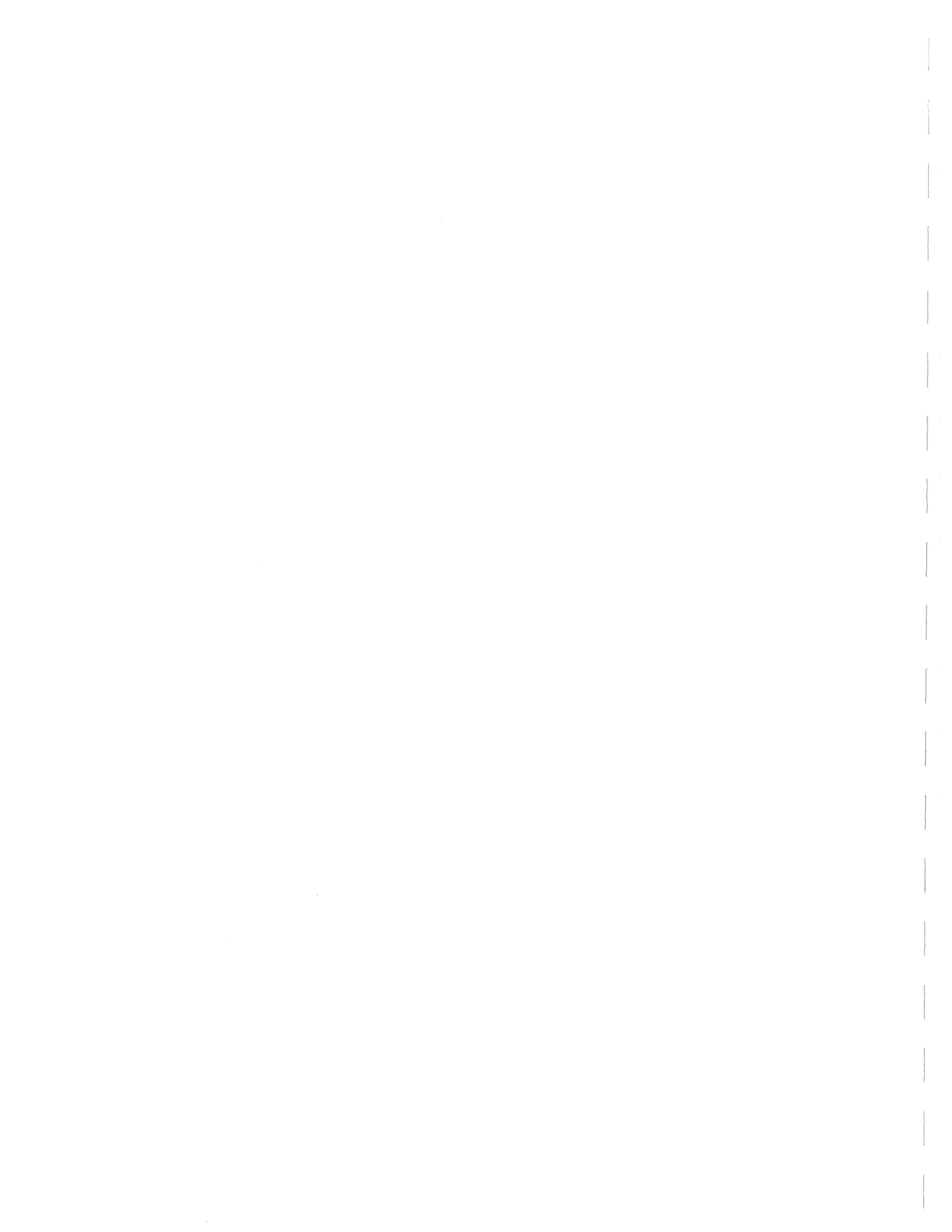
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January 2006





INTRODUCTION

This document is the final mitigation monitoring and reporting program (MMRP) for the Raley's Landing project. This final MMRP has been prepared pursuant to Section 21081.6 of the California Public Resources Code and California Environmental Quality Act (CEQA) Guidelines Section 15097, which require public agencies to adopt a reporting and monitoring program for the changes made to the project or conditions of project approval, adopted to mitigate or avoid significant effects on the environment. A final MMRP is required for the proposed project because the draft environmental impact report (DEIR) has identified significant adverse impacts, and measures have been identified to mitigate those impacts.

The numbering of the individual mitigation measures follows the numbering sequence found in the DEIR. The MMRP includes updates to mitigation measures as a result of responding to public comments on the DEIR as incorporated into the Final EIR (FEIR).

MITIGATION MONITORING AND REPORTING PROGRAM

The final MMRP, as outlined in the following table, describes mitigation monitoring responsibilities, mitigation timing, and compliance verification responsibility for all mitigation measures identified in the EIR. The City of West Sacramento (City) would be the primary agency responsible for implementing the mitigation measures. In some cases, the California Department of Fish and Game (DFG) or other public agencies may have some role in implementing measures. Also, in some cases the City may choose to require the construction contractor to implement specific mitigation measures before or during construction. The City would continue to monitor mitigation measures that are required to be implemented during the operation of the project. The components of the MMRP are described briefly below:

- ▶ **Summary of Measure:** presents the mitigation measures in the same order in which they appear in the DEIR
- ▶ **Monitoring Responsibility:** identifies the entity responsible for mitigation monitoring and summarizes the action to be monitored
- ▶ **Timing:** identifies at which stage of the project mitigation must be completed
- ▶ **Verification:** provides a location in the table for the agency with monitoring responsibility to record compliance with the mitigation measure

Table 1 Mitigation Monitoring and Reporting Program for the Raley's Landing Project				
Mitigation Number	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
3.3	Transportation and Circulation			
3.3-1	<p>Provide Funding for Improvements at the Third Street/G Street Intersection (Existing Plus Project) Mitigation for this impact would be installation of a traffic signal at the intersection, restriping the two-way-left-turn lane north of the intersection to include a dedicated southbound left-turn lane, removing the stop signs, and adding crosswalks. No change to the right-of-way (ROW), curb, or gutter would be required for this improvement. These improvements shall be fully funded and implemented as described in the Owner Participant Agreement (OPA) and the Public Facilities Agreement.</p>	City of West Sacramento: Verify traffic signal is installed.	Verify traffic signal is installed during project construction.	
3.3-2	<p>Provide Fair Share Funding for Improvements at the Jefferson Boulevard/Sacramento Avenue Intersection (Existing Plus Project) Mitigation for this impact would be adding a southbound right-turn-lane. This improvement is included in an update of the City's Traffic Impact Fee Program, which will be considered by the City Council in fall 2005, and would be funded through that program. The project applicants shall pay their fair share cost of this improvement through payment of traffic impact fees to the City of West Sacramento. Because the Traffic Impact Fee Program is being updated and the project includes two development options for the River 1 area (900 residential units or 850 residential units and hotel and conference center), the specific amount of the fee that the project applicants would pay into the Traffic Impact Fee Program is uncertain. If the fees were calculated based on the current fee schedule and based on the land use square footage and the number of dwelling units identified in the current description of the project, the project applicants would contribute approximately \$7.3-7.4 million to the City's Traffic Impact Fee Program. As stated earlier, however, the City is updating its Traffic Impact Fee Program and will be approving a new fee schedule in fall 2005. If the fees were calculated based on the fee schedule currently being considered by the City Council, the project applicants would contribute approximately \$8.2-8.3 million to the Traffic Impact Fee Program. The actual amount that the Raley's Landing project applicants would pay toward the program would be determined based on the fee schedule in place as building permits are issued for each building. The fees would be calculated based on the square footage of the various</p>	City of West Sacramento: Verify payment of traffic impact fees.	Verify applicants' payment of traffic impact fees before building permits are issued.	

Table 1 Mitigation Monitoring and Reporting Program for the Raley's Landing Project				
Mitigation Number	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
3.3-3	<p>land uses and the number of dwelling units identified in the ultimate submittal to the City. This mitigation measure would be implemented by the city in conjunction with the widening of Sacramento Avenue from Jefferson Boulevard to the I Street Bridge.</p> <p>Provide Improvements along Third Street between E Street and West Capitol Avenue (Existing Plus Project)</p> <p>Mitigation for this impact would be upgrading Third Street from its current class (residential collector) and configuration (two or three travel lanes) to an arterial street, with four travel lanes (two lanes in each direction) between West Capitol Avenue and G Street, and two travel lanes (one lane in each direction) north of G Street. This improvement would include some access limitations to driveways fronting on Third Street and raised medians to prevent left turns out of the driveways, and other operational improvements to this section of Third Street. Project access points on Third Street shall be limited to the following:</p> <ul style="list-style-type: none"> ▶ one driveway on Third Street for the River 1 project area, allowing right turns in and out and left turns in from Third Street southbound; ▶ one driveway on Third Street for the Washington property, allowing right turns in and out (left turns into the driveway can be allowed if the developer provides, at its sole cost and expense, a turn pocket on northbound Third Street that the City determines meets city standards); and ▶ no driveway access to Third Street for either the River 2 or River 3 areas. <p>The project applicants shall implement the Third Street fronting improvements on the Washington Street property and in the River 1 area during project construction. The City shall be responsible for restriping Third Street.</p>	<p>City of West Sacramento: Verify improvements to Third Street frontage during construction of Washington Street property and River 1 area developments. Verify absence of Third Street driveways for River 2 and River 3 areas.</p>	<p>Verify inclusion of improvements in project plans before building permits are issued.</p> <p>Verify construction of improvements during project construction.</p>	
3.3-4	<p>Provide Improvements along Fourth Street between G Street and West Capitol Avenue (Existing Plus Project)</p> <p>This segment of Fourth Street would serve as a primary access roadway to the Washington Street property. The roadway shall be upgraded to a</p>	<p>City of West Sacramento: Verify improvements to Fourth Street during construction of</p>	<p>Verify inclusion of improvements in project plans before building permits are issued.</p>	

**Table 1
Mitigation Monitoring and Reporting Program for the Raley's Landing Project**

Mitigation Number	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
	residential collector standard as part of the project. With this design, the roadway would meet daily volume thresholds. The project applicants shall implement this improvement during project construction.	Washington Street property.	Verify construction of improvements during project construction.	
3.3-5	<p>Provide Funding for Improvements at Four City of West Sacramento Intersections (Cumulative Plus Project)</p> <p>Mitigation for this impact would be signalization of the Third Street/E Street, Third Street/G Street, Fifth Street/G Street, and Fifth Street/F Street intersections and restriping of approach lanes as shown in Exhibit 3.3-10 of the DEIR.</p> <p>The Raley's Landing project applicants shall fully fund signalization of the Third Street/E Street intersection and, through a reimbursement agreement with the City, shall receive partial reimbursement from other applicants whose later development contributes traffic to the intersection. Through the reimbursement agreement, these other developers shall pay their fair share of the cost of signalization. Ultimately, the Raley's Landing project applicants shall pay only their fair share of the cost of signalization at this intersection.</p> <p>As described previously for Mitigation Measure 3.3-1, the improvements at the Third Street/G Street intersection shall be fully funded and implemented as described in the OPA and the Public Facilities Agreement.</p> <p>The project applicants have already contributed \$100,000 of the cost of signalizing the Fifth Street/G Street intersection. In accordance with the Public Facilities Agreement, the remaining cost of signalization shall be funded through the Traffic Impact Fee Program, with the project applicants also paying fees into this program as appropriate. The City shall be responsible for implementing this improvement. This improvement is not currently programmed, although funds are dedicated within the Traffic Impact Fee Program for improvements to various unspecified intersections as needed. The Fifth Street/G Street intersection would fall within this category. The City shall monitor traffic volumes and delays at this location through its regular traffic engineering data</p>	<p>City of West Sacramento: Verify payment of funds to signalize intersection and completion of reimbursement agreement.</p> <p>City of West Sacramento: Verify traffic signal is installed.</p> <p>City of West Sacramento: Verify payment of \$100,000 per the Public Facilities Agreement, and verify payment of traffic impact fees.</p>	<p>Verify applicants' payment of funds and completion of reimbursement agreement before building permits are issued.</p> <p>Verify traffic signal is installed during project construction.</p> <p>Verify applicants' payment of Public Facilities Agreement funds and traffic impact fees before building permits are issued.</p>	

**Table 1
Mitigation Monitoring and Reporting Program for the Raley's Landing Project**

Mitigation Number	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
	<p>collection and shall program the improvement when the signal is warranted.</p> <p>The Raley's Landing project applicants shall partially fund signalization of the Fifth Street/F Street intersection through payment of fair-share contributions toward the Traffic Impact Fee Program. The City shall be responsible for implementing this improvement. This improvement is not currently programmed, although funds are dedicated within the Traffic Impact Fee Program for improvements to various unspecified intersections as needed. The Fifth Street/F Street intersection would fall within this category. The City shall monitor traffic volumes and delay at this location through its regular traffic engineering data collection and shall program the improvement when the signal is warranted.</p>	<p>City of West Sacramento: Verify payment of traffic impact fees.</p>	<p>Verify applicants' payment of traffic impact fees before building permits are issued.</p>	
	<p>Implementation of mitigation at the Fifth Street/G Street and Fifth Street/F Street intersections would involve payment into the Traffic Impact Fee Program. Because the Traffic Impact Fee Program is being updated and the project includes two development options for the River 1 area (900 residential units or 850 residential units and hotel and conference center), the specific amount of the fee that the project applicants would pay into the Traffic Impact Fee Program is uncertain. If the fees were calculated based on the current fee schedule and based on the land use square footage and the number of dwelling units identified in the current description of the project, the project applicants would contribute approximately \$7.3-7.4 million to the City's Traffic Impact Fee Program. As stated earlier, however, the City is updating its Traffic Impact Fee Program and will be approving a new fee schedule in fall 2005. If the fees were calculated based on the fee schedule currently being considered by the City Council, the project applicants would contribute approximately \$8.2-8.3 million to the Traffic Impact Fee Program. The actual amount that the Raley's Landing project applicants would pay toward the program would be determined based on the fee schedule in place as building permits are issued for each building. The fees would be calculated based on the square footage of the various land uses and the number of dwelling units identified in the ultimate submittal to the City.</p>	<p>City of West Sacramento: Verify payment of traffic impact fees.</p>	<p>Verify applicants' payment of traffic impact fees before building permits are issued.</p>	

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Mitigation Monitoring and Reporting Program for the Raley's Landing Project**

Mitigation Number	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
3.3-6	<p>Reduce Vehicle Trip Generation from the Proposed Project (Cumulative Plus Project)</p> <p>The Third Street/Tower Bridge Gateway intersection is included as part of the City's planned conversion of Tower Bridge Gateway from its current classification as a freeway with no at-grade intersections, to an arterial street, with three at-grade intersections. There are no opportunities for further improvements to this intersection because of site constraints and other factors. Therefore, the only opportunity for the proposed Raley's Landing project to mitigate this impact is to reduce the number of trips generated by the project and, consequently, minimize the number of trips contributed to this intersection. This would be achieved by both minor and major office tenants as defined in the City's Transportation Systems Management (TSM) provision included in the City's Zoning Ordinance (Chapter 17.67). The TSM requires minor and major office tenants to prepare and implement a Transportation Management Plan (TMP). As described in the TMP, the TMP shall achieve the following objectives:</p> <ul style="list-style-type: none"> ▶ Increase public awareness and use of transportation alternatives to the single-occupant vehicle. ▶ Maximize and promote alternative commute modes. ▶ Reduce the total number of single-occupant vehicle trips associated with home-to-work and work-to-home commuting, which will result in a reduction of traffic congestion and vehicle emissions. ▶ Reduce present and future motor vehicle emissions as a contribution toward complying with federal and state ambient air quality standards. ▶ Achieve an average vehicle ridership of 1.5 persons per motor vehicle at all work sites with 100 or more employees. <p>These objectives can be achieved and are described in detail in the TSM advisory handbook required for both minor and major employers. Discretion shall be granted to select from among a range of TSM</p>	<p>City of West Sacramento, TSM Administrator: Coordinate with project developers to ensure requirements are met for issuance of a Traffic Management Certificate (TMC). Obtain TMPs from employers of occupied project facilities.</p>	<p>Require developers to obtain TMC before building permits are issued. Receive TMP (major employer) or TSM Compliance Record (minor employer) from employers before building permits are issued.</p>	

**Table 1
Mitigation Monitoring and Reporting Program for the Raley's Landing Project**

Mitigation Number	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
	<p>measures. The TMP shall include a reasonable combination of implementation measures designed to achieve the goals of this chapter. TSM measures include, but are not limited to, the following:</p> <ul style="list-style-type: none"> A. parking facilities: preferential parking for carpools and vanpools, perimeter or park-and-ride lots with shuttle service, restricted parking for single-occupancy vehicles; B. bicycle facilities: secured bicycle parking facilities, class I bicycle lockers, class II bicycle racks, showers and lockers; C. services: on-site sale of transit passes, shuttle services, carpool/vanpool matching services, informational and promotional programs, guaranteed ride-home program; D. subsidies: subsidies for transit passes/tickets, parking subsidies, vanpool subsidies; E. special incentives: creative incentive programs, disincentives, schedules (flextime, alternative work shifts), telecommuting; and F. other: membership in the transportation management association, employee travel allowance, reduced-emission vehicles, on-site child care facilities. <p>Additionally, pedestrian access to and from the project areas shall be designed to maximize the convenience and comfort of project residents, employees, and visitors who walk to, from, or within the project. Internal pedestrian connections within project areas shall be provided to minimize extra walking distance within the project areas. Sidewalks shall be installed on all project fronting streets and on internal project streets. Pedestrian connections from the River 1, 2, and 3 areas and River Walk Park shall be provided. A pedestrian connection shall be provided from River 1 to Tower Bridge Gateway and the planned pedestrian walkways on Tower Bridge.</p>	<p>City of West Sacramento: Verify inclusion of pedestrian walkways/connections.</p>	<p>Verify inclusion of pedestrian walkways/connections in project plans before building permits are issued. Verify construction of pedestrian walkways/connections during project construction.</p>	

**Table 1
Mitigation Monitoring and Reporting Program for the Raley's Landing Project**

Mitigation Number	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
3.3-7	<p>Provide Improvements along Third Street between E Street and Tower Bridge Gateway (Cumulative Plus Project) Implement Mitigation Measure 3.3-3.</p>	<p>See Mitigation Measure 3.3-3.</p>	<p>See Mitigation Measure 3.3-3.</p>	
3.3-8	<p>Provide Fair-Share Funding for Interchange Improvements Included in the City's Traffic Impact Fee Program, and Reduce Vehicle Trip Generation from the Proposed Project (Cumulative Plus Project) The City has developed improvement plans for the Jefferson Boulevard/U.S. Highway 50 (U.S. 50) interchange, and the South River Road/U.S. 50 interchange. The City has included the cost of this improvement in its Traffic Impact Fee Program and through payment of the traffic impact fees, the project applicants would provide fair-share funding for these improvements. Because the Traffic Impact Fee Program is being updated and the project includes two development options for the River 1 area (900 residential units or 850 residential units and hotel and conference center), the specific amount of the fee that the project applicants would pay into the Traffic Impact Fee Program is uncertain. If the fees were calculated based on the current fee schedule and based on the land use square footage and the number of dwelling units identified in the current description of the project, the project applicants would contribute approximately \$7.3-7.4 million to the City's Traffic Impact Fee Program. As stated earlier, however, the City is updating its Traffic Impact Fee Program and will be approving a new fee schedule in fall 2005. If the fees were calculated based on the fee schedule currently being considered by the City Council, the project applicants would contribute approximately \$8.2-8.3 million to the Traffic Impact Fee Program. The actual amount that the Raley's Landing project applicants would pay toward the program would be determined based on the fee schedule in place as building permits are issued for each building. The fees would be calculated based on the square footage of the various land uses and the number of dwelling units identified in the ultimate submittal to the City. The City, in conjunction with Caltrans, would be responsible for implementing this mitigation measure.</p>	<p>City of West Sacramento: Verify payment of traffic impact fees.</p>	<p>Verify applicants' payment of traffic impact fees before building permits are issued.</p>	

**Table 1
Mitigation Monitoring and Reporting Program for the Raley's Landing Project**

Mitigation Number	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
3.4	Air Quality			
3.4-1	<p>Implement Measures to Reduce Short-Term Construction Emissions of ROG, NO_x, and PM₁₀ In accordance with Yolo-Solano Air Quality Management District (YSAQMD) recommendations, the City shall require contractors to implement the following measures to reduce construction emissions:</p> <p>(a) The project shall implement the following measures to reduce reactive organic gases (ROG), nitrogen dioxide (NO_x), and visible emissions from heavy-duty diesel equipment.</p> <ul style="list-style-type: none"> ▶ The project applicants shall designate an on-site Air Quality Construction Mitigation Manager (AQCMM) who shall be responsible for directing compliance with mitigation measures for project construction. ▶ To the extent that equipment and technology are available and cost effective, the applicants shall encourage contractors to use catalyst and filtration technologies, and retrofit existing engines in construction equipment. ▶ All diesel-fueled engines used in the construction of the project shall use ultra-low-sulfur diesel fuel, which contains no more than 15 parts per million (ppm) sulfur or alternative fuels (e.g., reformulated fuels, emulsified fuels, compressed natural gas, or power with electrification). Low-sulfur diesel fuel (500 ppm sulfur content) shall be used only if evidence is obtained and maintained from the fuel supplier(s) that ultra-low-sulfur diesel fuel is infeasible. ▶ All construction diesel engines that have a rating of 50 horsepower (hp) or more shall meet, at a minimum, the Tier 2 California Emission Standards for Off-road Compression-Ignition Engines as specified in California Code of Regulations, Title 13, Section 2423(b)(1) unless certified by the on-site AQCMM that such an engine is not available for a particular item of equipment. In the event that a Tier 2 engine is not available for any off-road engine 	City of West Sacramento: Verify implementation of emission control measures.	Verify implementation of measures during construction activities.	

**Table 1
Mitigation Monitoring and Reporting Program for the Raley's Landing Project**

Mitigation Number	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
	<p>larger than 50 hp, that engine shall be a Tier 1 engine. If a Tier 1 engine is not available for any off-road engine larger than 50 hp, then that engine shall be a 1996 or newer engine. The AQCMM may grant relief from this requirement for an engine if compliance with this requirement is infeasible.</p> <ul style="list-style-type: none"> ▶ To assist the AQCMM in identifying engines that comply with the above requirement over the period of project construction, all diesel-fueled engines used in the construction of the project shall have clearly visible tags issued by the AQCMM showing that the engine meets the above requirement. ▶ Idling time shall be minimized to 5 minutes when construction equipment is not in use, unless more time is required per engine manufacturer's specifications or for safety reasons. ▶ All heavy-duty equipment shall be maintained and operated according to manufacturers' specifications <p>(b) In addition to the measures identified above, construction operations are required to comply with all applicable YSAQMD rules and regulations:</p> <ul style="list-style-type: none"> ▶ YSAQMD Rule 2.3 requires controlling visible emissions so they do not exceed 40% opacity for more than 3 minutes in any 1 hour. This includes all (on-road and off-road) diesel-powered equipment. ▶ Any open burning that requires approval and issuance of a burn permit from YSAQMD shall be performed in accordance with YSAQMD Rule 2.8, "Open Burning, General." ▶ Architectural coatings and solvents used at the project shall comply with YSAQMD Rule 2.14, "Architectural Coatings." ▶ Cutback and emulsified asphalt application shall be conducted in accordance with YSAQMD Rule 2.28, "Cutback and Emulsified Asphalt Paving Materials." 			

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Mitigation Number	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
3.4-2	<p>▶ Portable equipment must meet either YSAQMD or statewide registration or permitting standards (Rules 3.1, 3.2 and 3.3 where applicable or California Health and Safety Code Section 41753.2[b]).</p> <p>(c) As recommended by YSAQMD, the City shall require construction contractor to reduce fugitive dust emissions by implementing the measures listed in Tables 3.4-4 and 3.4-5 of the DEIR.</p> <p>Implement Design and Operational Measures to Reduce Long-Term Operational Emissions of ROG and NO_x</p> <p>The project applicants shall implement the following mitigation measures as part of the design of the proposed project and/or during project operation. It should be noted that some of these measures are already included in the proposed project design; however, they are repeated here to allow a complete listing of both design and operational measures.</p> <ul style="list-style-type: none"> ▶ Coordinate with the City and the local transit service provider (Yolobus) to install appropriate transit-enhancing infrastructure on the project site, such as transit shelters, benches, street lighting, route signs and displays, and/or bus turnouts/bulbs. ▶ Pedestrian-enhancing infrastructure shall be provided that includes sidewalks and pedestrian paths. ▶ Bicycle-enhancing infrastructure shall be provided that includes bikeways/paths connecting to a bikeway system, secure bicycle parking, and bicycle storage areas at employment facilities and multifamily residential developments. ▶ Use solar, low-emission, central, or tankless water heaters (residential and commercial), and increase wall and attic insulation that meets or exceeds Title 24 requirements (residential and commercial). ▶ Install ozone destruction catalysts on air conditioning systems in consultation with YSAQMD. ▶ Orient buildings to take advantage of solar heating and natural cooling, and use passive solar designs (residential, commercial, and industrial). 	<p>City of West Sacramento: Verify inclusion of emission-reducing measures.</p>	<p>Verify inclusion of emission-reducing measures in project plans before building permits are issued.</p> <p>Verify installation/construction of emission reducing measures during project construction.</p>	

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Mitigation Number	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
3.4-4	<ul style="list-style-type: none"> ▶ Plant deciduous trees on the south-facing and west-facing sides of buildings. Implement Design and Operational Measures to Reduce Long-Term Exposure to TACs The City shall ensure the following measures are included in the design and operation of the project: <ul style="list-style-type: none"> ▶ Proposed commercial/convenience land uses (e.g., loading docks) that have the potential to emit toxic air emissions shall be located as far away as feasibly possible from existing and proposed sensitive receptors in accordance with ARB's Air Quality and Land Use Handbook. ▶ Air intakes associated with the heating and cooling system for office and residential buildings shall not be located next to potential TAC-emitting locations (e.g., loading docks) in accordance with ARB's Air Quality and Land Use Handbook. ▶ The owners/tenants and operators of the proposed facilities that would host the long-term use of diesel equipment and heavy-duty trucks shall develop and implement a plan to reduce emissions, which may include such measures as scheduling such activities when nearby residential uses are the least occupied, requiring equipment to be shut off when not in use, and prohibiting heavy-trucks from idling. The plan shall be submitted to the City for review and approval before facilities that would host long-term use of diesel equipment are occupied. ▶ Permits shall be obtained from the YSAQMD for any diesel-powered backup generators that would be used on the project site. The following additional guidelines are recommended in ARB's <i>Air Quality and Land Use Handbook</i> and are considered to be advisory and not regulatory: 	<p>City of West Sacramento: Verify inclusion of TAC exposure reduction measures.</p>	<p>Verify inclusion of TAC exposure reduction measures in project plans before building permits are issued. Verify implementation of TAC exposure reduction measures during project construction.</p>	
	<ul style="list-style-type: none"> ▶ The owners/tenants and operators of the proposed facilities that would host the long-term use of diesel equipment and heavy-duty trucks shall develop and implement a plan to reduce emissions, which may include such measures as scheduling such activities when nearby residential uses are the least occupied, requiring equipment to be shut off when not in use, and prohibiting heavy-trucks from idling. The plan shall be submitted to the City for review and approval before facilities that would host long-term use of diesel equipment are occupied. ▶ Permits shall be obtained from the YSAQMD for any diesel-powered backup generators that would be used on the project site. 	<p>City of West Sacramento: Verify development and implementation of diesel emissions reduction plan.</p>	<p>Review and approve diesel emission reduction plan (where applicable) before a business license is issued.</p>	
	<ul style="list-style-type: none"> ▶ Permits shall be obtained from the YSAQMD for any diesel-powered backup generators that would be used on the project site. <p>The following additional guidelines are recommended in ARB's <i>Air Quality and Land Use Handbook</i> and are considered to be advisory and not regulatory:</p>	<p>City of West Sacramento: Verify receipt of permit.</p> <p>City of West Sacramento: Review business license applications for day care</p>	<p>Verify receipt of permit before installation of diesel-powered backup generators. When business license applications are submitted, review for</p>	

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<ul style="list-style-type: none"> ▶ Sensitive receptors, such as residential units and day care centers, shall not be located in the same building as dry cleaning operations that use perchloroethylene. Dry cleaning operations that use perchloroethylene shall not be located within 300 feet of any sensitive receptor. A setback of 500 feet shall be provided for operations with two or more machines. 		centers and dry cleaning operations for potential conflicts.	potential conflicts.	
3.5 Noise and Vibration				
3.5-1	<p>Implement Measures to Reduce Short-Term Construction Noise The City shall ensure that the construction contractor(s) implement the following measures during project construction:</p> <ul style="list-style-type: none"> ▶ All construction vehicles or equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and acoustical shields or shrouds, in accordance with manufacturers' recommendations. ▶ Construction operations shall be limited to the hours between 7 a.m. and 7 p.m. 7 days a week. ▶ Construction equipment and truck routes shall be arranged to minimize travel adjacent to occupied residences. For instance, construction-related traffic shall avoid the use of E Street, F Street, and Fourth Street (north of G Street) and shall instead focus use on West Capitol Avenue, Third Street (south of G Street), D Street, and Second Street. ▶ Stationary construction equipment and staging areas shall be located as far as reasonably possible from residential dwellings, adjacent office buildings, and River Walk Park along the levee. Staging areas shall be a minimum of 75 feet from residences. The best staging area locations would be the south side of the Washington Street property, near the intersection of Fourth Street and West Capitol Avenue; the southwest side of the River 1 area; the northwest side of the River 2 area; and the east side of the River 3 area. 	City of West Sacramento: Verify implementation of noise control measures.	Verify implementation of measures during construction activities.	

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Mitigation Number	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
	<p>▶ A temporary solid construction/noise barrier shall be erected along the northern boundary of the portion of the Washington Street property west of Fourth Street (i.e., between the project site and the immediately adjacent residences). The noise barrier shall be constructed of ¾-inch medium-density overlay plywood sheathing or other acceptable material having a surface weight of 2 pounds per square foot or greater and a demonstrated Sound Transmission Class rating of 30 or greater as defined by American Society for Testing and Materials (ASTM) Test Method E90. To avoid objectionable noise reflections, the source side of the barrier must be lined with an acoustic absorption material that has a noise reduction coefficient of 0.70 or greater, in accordance with ASTM Test Method C423. The barrier shall be of sufficient height to block the line of sight between operating construction equipment and ground-level sensitive receptors to protect outdoor residential areas and the first floor of residences. In most cases, a 7-foot wall would be sufficient to provide this level of protection. The barrier shall not contain any significant gaps at its base or face, except for site access and surveying openings. If a wall, fence, or other permanent barrier would be constructed as part of the proposed project along the portion of the project boundary in question, and this barrier would meet the criteria described above, it may function as the construction noise barrier if it is installed and completed before any other construction activities are initiated.</p>			
	<p>▶ To further mitigate pile-driving noise impacts, holes shall be predrilled to the maximum feasible depth (determined by soil conditions, groundwater levels, and other factors). This will reduce the number of blows required to seat the pile, and will concentrate the pile-driving activity closer to the ground where noise can be attenuated more effectively.</p>			
	<p>▶ A noise disturbance coordinator shall be designated by the project applicants or contractor and approved by the City, and this person's telephone number shall be conspicuously posted around the project site and in adjacent public spaces. This noise disturbance coordinator shall receive all public complaints about construction-related noise</p>			

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Mitigation Monitoring and Reporting Program for the Raley's Landing Project**

Mitigation Number	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
3.5-2	<p>and vibration, shall be responsible for determining the cause of the complaint, and shall implement any feasible measures to be taken to alleviate the problem. All complaints and resolution of complaints shall be reported to the City weekly.</p> <p>Implement Design Considerations and Alternative Construction Methods to Avoid Potential Exposure of Off-Site Residential Structures to Groundborne Vibration</p> <p>The City shall ensure the construction contractor(s) and/or the project applicants (as appropriate) implement measures to avoid the exposure of nearby residential structures to ground vibration levels that exceed the standards established by both the Committee of Hearing, Bio Acoustics, and Bio Mechanics (CHABA) and the California Department of Transportation (Caltrans). These measures may include, but not be limited to, the following:</p> <ul style="list-style-type: none"> ▶ All earthmoving equipment on the construction site shall be operated as far away from vibration-sensitive sites as reasonably possible. ▶ Earthmoving and ground-impacting operations shall be phased so as not to occur simultaneously in areas close to off-site sensitive receptors. The total vibration level produced could be significantly less when each vibration source operates separately. ▶ To the extent feasible, project structures shall be designed so that driven piles are placed at least 100 feet from nearby residences. If pile driving is required within 100 feet of residences, sonic or vibratory pile driving, which cause substantially lower vibration levels compared with impact pile driving, shall be used. ▶ Pile driving shall be limited to the hours between 8 a.m. and 7 p.m. on Saturdays and Sundays. Also, holes for driven piles shall be predrilled to the maximum feasible depth. This will reduce the number of blows required to seat the pile, and will concentrate the pile-driving activity closer to the ground where noise can be attenuated more effectively. In addition, impact pile driving shall be avoided where possible and, instead, drilled piles or the use of a sonic or vibratory pile driver, which causes lower vibration levels 	<p>City of West Sacramento: Verify implementation of groundborne vibration control measures.</p>	<p>Review locations of driven piles before building permits are issued.</p> <p>Monitor construction measures during construction activities.</p>	

**Table 1
Mitigation Monitoring and Reporting Program for the Raley's Landing Project**

Mitigation Number	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
3.5-3	<p>compared with impact pile driving, shall be used where geological conditions permit their use.</p> <p>Implement Design Measures to Reduce Stationary- and Area-Source Noise The City shall ensure implementation of the following mitigation measures in the design and operation of the proposed project to reduce exposure of nearby existing and future planned sensitive receptors to noise levels that exceed the City's standards for nontransportation noise sources, including an hourly equivalent noise level (L_{eq}) standard of 50 A-weighted decibel (dBA) and 70 dBA L_{max} for residential land uses during daytime hours (see Table 3.5-2a of the DEIR).</p> <ul style="list-style-type: none"> ▶ Mechanical equipment (e.g., heating, ventilation, and air conditioning equipment, backup generators) shall be located at the farthest feasible distance from and/or be shielded from nearby existing and proposed future noise-sensitive land uses. A noise evaluation based on contractor specifications for the equipment shall be conducted to determine whether noise levels generated by the equipment would exceed 45 dBA L_{eq} at residences. If this threshold would be exceeded, the equipment shall be moved or shielded until the 45 dBA L_{eq} standard can be met. ▶ Garbage dumpsters and commercial loading and unloading areas shall be located as far as reasonably possible from existing off-site sensitive receptors, as well as from common outdoor activity areas of proposed multifamily residential buildings. They shall also be located such that buildings shield nearby residential land uses from noise generated by loading dock and garbage collection activities (e.g., subgrade). If determined necessary by the City, additional sound barriers shall be constructed at these activity sites to protect existing and planned residential uses. Feasible shielding measures shall be identified to reduce project-related noise impacts to a less-than-significant level by demonstrating compliance with the maximum allowable noise limits in the Noise Ordinance. 	<p>City of West Sacramento: Verify implementation of project design and operation measures to minimize potential noise conflicts.</p>	<p>Verify completion of noise studies and inclusion of mitigation measures in the project design before building permits are issued.</p> <p>Verify inclusion of design measures during construction.</p> <p>Provide delivery, garbage collection, and backup alarm requirements to businesses before business licenses are issued.</p>	

**Table 1
Mitigation Monitoring and Reporting Program for the Raley's Landing Project**

Mitigation Number	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
3.5-5	<ul style="list-style-type: none"> ▶ Loading dock activity, delivery truck activity at the commercial venues, and garbage collection activity at all venues developed on the project site shall occur only during the daytime hours of 7 a.m. to 7 p.m. to prevent nighttime sleep disturbance at nearby existing and proposed residential land uses. ▶ The backup alarms on delivery vehicles (e.g., trucks and forklifts) owned or operated by the commercial venues on-site shall be equipped with sensor-based backup alarms that sound only when objects or people are present behind the vehicle, as opposed to alarms that automatically sound when a vehicle is operated in reverse. <p>Implement Design Considerations to Reduce Exposure of Proposed Sensitive Receptors to Noise Generated by Off-Site Noise Sources The City shall ensure that the following measures are implemented, where feasible, to reduce the exposure of sensitive receptors (i.e., buildings planned within the 70 dBA Community Noise Equivalent Level/day-night noise level [CNEL/L_{dn}] contours of State Route [SR] 275 or the 45 dBA L_{eq} and 65 dBA maximum noise level [L_{max}] contours of the stadium) to significant noise associated with traffic and stadium events:</p> <ul style="list-style-type: none"> ▶ A Title 24 (California Code of Regulations) acoustical analysis shall be prepared for the residential components of the project to demonstrate how interior noise levels will achieve a 45 dBA CNEL/L_{dn}. Noise control measures, such as noise walls, berms, building setbacks, and structural design features, shall be incorporated into the development project design and construction of specified sound rating for each building element to achieve an interior noise level of 45 dBA CNEL/L_{dn}. The acoustical analysis shall be provided to the City for review and approval either with, or before, the submittal of building plans. ▶ The project applicants shall incorporate site-specific features in the design of residential developments on the Raley's Landing project site that reduce noise exposure at outdoor activity areas (e.g., private balconies and common outdoor activity areas). For instance, outdoor 			
		City of West Sacramento: Review and approve Title 24 acoustical analysis.	Review and approve analysis before a building permit is issued.	
		City of West Sacramento: Verify implementation of noise attenuation features.	Verify inclusion of noise attenuation features in project design before building permits are issued.	

**Table 1
Mitigation Monitoring and Reporting Program for the Raley's Landing Project**

Mitigation Number	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
	<p>activity areas that are part of multifamily residential developments could be located such that the building(s) serve as a sound barrier to the nearest predominant noise source. Balconies, however, shall not be outright omitted on the basis of noise exposure so long as applicable interior noise standards are achieved.</p> <p>▶ To address stadium noise (both average hourly levels and maximum levels), including noise generated by baseball games and music concerts, the project applicants shall incorporate increased noise-attenuation features (e.g., dual-pane, sound-rated windows; mechanical air systems; exterior wall insulation) into the design of residential dwelling units to ensure that interior noise levels are below interior noise standards established by the City of West Sacramento (see Table 3.5-2a of the DEIR). These features shall be included in the noise analysis prepared before the approval of building plans. For residential dwellings, the design features shall ensure that hourly average interior noise levels from stadium events are below 40 dBA L_{eq} during daytime hours (7 a.m. to 10 p.m.) and below 30 dBA L_{eq} during nighttime hours (10 p.m. to 7 a.m.).</p> <p>▶ The City shall require the project applicants or building owner to disclose issues of stadium and freeway noise levels and their meaning to purchasers and/or renters before contract or title transfer for residential property on the project site.</p>		<p>Verify implementation of noise attenuation features during construction.</p>	
3.6	Public Services	<p>City of West Sacramento: Verify disclosure information is provided to residential property buyers/renters.</p>	<p>Before a contract or title transfer for residential property.</p>	
3.6-1	<p>Incorporate Fire Protection and Prevention Measures into Project Planning and Design</p> <p>The project applicants shall incorporate the following fire protection and prevention measures into project planning and design:</p> <p>▶ The City shall determine the appropriate level of fire protection service for the proposed new development, including service</p>	<p>City of West Sacramento and City of West Sacramento Fire Department: Verify all fire safety, structural stability, access, and fire department standards are met.</p>	<p>Verify that all fire safety, structural stability, access, and fire department standards are reflected in project plans before building permits are issued.</p>	

**Table 1
Mitigation Monitoring and Reporting Program for the Raley's Landing Project**

Mitigation Number	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
	<p>standards for comprehensive fire service as appropriate for fire prevention, suppression, inspections, and emergency medical and hazardous materials response, to which the project applicants shall adhere.</p> <p>▶ The fire department shall review all plans and designs for consistency with fire department standards before their approval.</p>		<p>Verify implementation of fire safety, structural stability, access, and fire department standards during construction.</p>	
	<p>▶ All structures shall be constructed according to fire safety and structural stability standards contained in the latest adopted Uniform Fire Code and Uniform Building Code and any related high-rise regulations (Policy C.3). Emergency access shall be an integral part of the design of all public facilities (Policy I.6). For all commercial buildings, the fire department shall review all building permit applications for consistency with such standards before their approval.</p>	<p>Verify completion of fire protection services funding agreement.</p>	<p>Verify completion of fire protection services funding agreement before an updated DA is approved.</p>	
	<p>▶ The updated development agreement (DA) for the proposed project shall identify the equipment needed to provide fire protection services to the proposed project, the full cost of the equipment, and the project applicants' fair share of this cost. Methods to fully fund the acquisition of equipment shall be identified, including fees and other mechanisms. The DA shall act as a mechanism to ensure that the project applicants pay an appropriate portion of needed funding, that the City of West Sacramento Fire Department shall provide fire protection equipment to serve the proposed project, and that the City shall ensure the measures in the plan are implemented as scheduled before occupation of project facilities. Funding for additional fire department personnel shall not be the responsibility of the project applicants. Sufficient funding for ongoing operations, including the cost of additional fire department personnel associated with the proposed project, would be available from property and sales taxes.</p>			
	<p>▶ The project applicants shall work with the City of West Sacramento Fire Department to ensure adequate access to and throughout the proposed project. Criteria for the design review process shall include safe pedestrian access, lighting, and emergency service vehicle access.</p>			

**Table 1
Mitigation Monitoring and Reporting Program for the Raley's Landing Project**

Mitigation Number	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
3.6-2	<p>Meet Minimum Fire Flow Requirements The City shall not authorize the occupancy of any structures until the project applicants have confirmed the provision of fire flows as required by the City of West Sacramento Fire Department and the California Fire Code. Nonresidential fire flow requirements shall conform to those contained in the 2001 California Fire Code.</p>	<p>City of West Sacramento and City of West Sacramento Fire Department: Verify provision of adequate fire flow.</p>	<p>Verify adequate fire flow before occupancy of structures.</p>	
3.6-3	<p>Incorporate Police Protection and Crime Prevention Measures into Project Planning and Design The project applicants shall incorporate the following police protection and crime prevention measures into project planning and design:</p> <ul style="list-style-type: none"> ▶ The City shall determine the appropriate level for police protection services, including the required number of officers, support staff members, and associated equipment and vehicles, to provide service to the proposed development. ▶ The updated DA for the proposed project shall identify the equipment needed to provide police protection services to the proposed project, the full cost of the equipment, and the project applicants' fair share of this cost. Methods to fully fund the acquisition of equipment shall be identified, including fees and other mechanisms. The DA shall act as a mechanism to ensure that the project applicants pay an appropriate portion of needed funding, that the City of West Sacramento Police Department shall provide police protection equipment to serve the proposed project, and that the City shall ensure the measures in the plan are implemented as scheduled before occupation of project facilities. Funding for additional police department personnel shall not be the responsibility of the project applicants. Sufficient funding for ongoing operations, including the cost of additional police department personnel associated with the proposed project, would be available from property and sales taxes. ▶ The project applicants shall coordinate with the City of West Sacramento Police Department during the planning stage to ensure the use of design features, such as alarms and lighting, to reduce police service demands. 	<p>City of West Sacramento and City of West Sacramento Police Department: Verify completion of police protection services funding agreement.</p> <p>Verify that access and security measures are included in the project design.</p>	<p>Verify completion of police protection services funding agreement before an updated DA is approved.</p> <p>Verify that access and security measures are reflected in the project plans before building permits are issued. Verify implementation of security and access measures during construction.</p>	

**Table 1
Mitigation Monitoring and Reporting Program for the Rayley's Landing Project**

Mitigation Number	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
3.6-5	<p>▶ The project applicants shall provide private security service and security personnel for residential and commercial development construction sites.</p> <p>▶ The project applicants shall work with the City of West Sacramento Police Department to ensure adequate access for security purposes to and throughout the proposed project. Criteria for the design review process shall include safe pedestrian access, lighting, and emergency service vehicle access.</p> <p>Comply with Park Impact Fee Program Requirements As described in the Park Impact Fee Program, the project applicants shall be required to dedicate land, dedicate improvements, pay in-lieu fees, or perform any combination of these requirements determined acceptable by the City. This mitigation measure shall be implemented in accordance with the Parks Master Plan, the City's Park Impact Fee Program, and the Capital Improvement Program.</p> <p>Given recent rapid escalation in parkland and construction costs, the City may be required to update the Park Impact Fee Program to keep pace with park development costs. The project applicants would be required to comply with program requirements applicable at the time this mitigation measure is implemented.</p>	<p>City of West Sacramento: Verify compliance with Park Impact Fee Program via land dedication, dedicated improvements, and/or payment of in-lieu fees.</p>	<p>Verify compliance with the Park Impact Fee Program before the building permit application is submitted.</p>	
3.8	<p>Geology and Soils</p>			
3.8-1	<p>Implement Recommended Measures to Reduce the Potential for Exposure to Seismic Hazards Geotechnical reports for the proposed project have been prepared that evaluate the potential for various geologic and seismic-related hazards. Before contract bidding for project construction, the approved project design plans and specifications, including grading and foundation plans, shall be reviewed by a soils engineer approved by the City. This review shall be completed to assess whether the recommendations in the geotechnical reports (outlined below), some of which were made for construction of six-story office buildings and associated parking lots (i.e., the recommendations in the earlier WKA report and the Terrasearch</p>	<p>City of West Sacramento: Verify review of project plans and specifications by a soils engineer, and implement geotechnical engineering, design, and construction measures.</p>	<p>Verify soils engineer review of project plans and specifications before construction contract bidding. Verify that applicable engineering, design, and construction measures are reflected in project plans before a building permit is issued.</p>	

**Table 1
Mitigation Monitoring and Reporting Program for the Raley's Landing Project**

Mitigation Number	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
	<p>report), are sufficient for construction of the buildings and parking structures described in the final project design plans. If these measures are deemed insufficient, the geotechnical engineer shall prepare a supplemental site-specific geotechnical report with appropriate recommendations sufficient to ensure the safety of project structures and site occupants.</p> <p>During project design and construction, all measures outlined in the geotechnical reports for the proposed project and, if necessary, measures included in the supplemental site-specific geotechnical report shall be implemented to ensure that project structures and site occupants are safe. Measures included in the geotechnical reports for the proposed project may be superseded or supplemented by related measures in the site-specific geotechnical report depending on project specifications at the time of construction. Measures to be implemented (which are described in detail in the geotechnical reports) include, but are not necessarily limited to, the following:</p> <p>(a) Recommendations regarding structural foundation design. The geotechnical reports call for deep (driven pile) foundation as the preferred option for multistory structures, such as the proposed hotel and mixed-use building in the River 1 area. If this foundation is used, all recommended measures shall be followed regarding predrilling of pile locations; use of driven, precast, prestressed concrete piles or auger cast-in-place piles with specified maximum allowable loads per pile and ultimate pile capacity; specified pile lengths; minimum spacing between piles; and minimum rated energy for the pile-driving hammer.</p> <p>Other options specified by Terrasearch include use of a mat slab foundation or a spread footing foundation. If used, the mat slab may be a conventionally reinforced slab or posttensioned slab.</p> <p>Recommendations regarding design bearing pressure, improvement of soil to support the mat slab, and accommodating lateral building loads shall be followed. The spread footing foundation requires specified measures for improvement of subgrade soil. These recommendations shall be followed if this foundation type is to be used.</p>		<p>Verify that all engineering, design, and construction measures and soils testing are implemented during construction.</p>	

**Table 1
Mitigation Monitoring and Reporting Program for the Raley's Landing Project**

Mitigation Number	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
	<p>For shorter structures proposed for the River 1 area (considered two- to three-story structures by WKA), WKA calls for continuous and/or isolated spread foundations bearing at least 18 inches below lowest adjacent soil grade. Measures described in the WKA report shall be followed to ensure adequate soil bearing pressures and otherwise provide structural continuity.</p> <p>(b) <i>Observance of design and construction requirements for basement floor (garage) slabs, retaining walls, loading dock slabs, and sidewalks and other pavement throughout the site.</i></p> <p>(c) <i>A load testing program before driving of piles and/or installation of supporting structures.</i></p> <p>(d) <i>Construction testing and observation by a qualified soils engineer throughout the construction period, including site clearing, grading, and excavation; fill placement; and foundation and pavement construction.</i></p> <p>(e) <i>Observance of minimum excavation slope requirements and maximum slope angles for all cut-and-fill slopes.</i></p> <p>(f) <i>Specifications for soil excavation and engineered fill, including excavation of former borrow pit areas within the River 1 area, moisture conditioning of fill throughout the site, and backfilling. Testing of fill used on-site must be completed by a geotechnical representative.</i></p> <p>(g) <i>Requirements associated with design and construction of utility trenches, including recommendations for shoring and backfilling of trenches.</i></p> <p>(h) <i>Recommendations to minimize the adverse effects of shallow groundwater on lower floors of buildings. The geotechnical reports call for a geotechnical representative to determine the need for a subdrain beneath interior slab-on-grade lower floors. Additionally, before construction, the general contractor, concrete contractor, owner, and other members of the design team should discuss potential additional measures for slab moisture protection.</i></p>			

**Table 1
Mitigation Monitoring and Reporting Program for the Raley's Landing Project**

Mitigation Number	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
3.8-2	<p>The preceding measures are appropriate for typical construction in the late-spring through fall months. The on-site soils likely will be saturated by rainfall in the winter and early spring months. If the construction schedule requires continued work during the wet months, the City shall consult with a qualified civil engineer and implement any additional recommendations provided, as conditions warrant.</p>	See Mitigation Measure 3.8-1.	See Mitigation Measure 3.8-1.	
3.8-4	<p>Implement Mitigation Measure 3.8-1</p>	See Mitigation Measure 3.8-1.	See Mitigation Measure 3.8-1.	
3.8-5	<p>Obtain Additional Information Regarding Potential for Corrosive Soils and Implement Recommendations A corrosive soils study shall be completed by a corrosion engineer for each portion of the proposed project site before the grading permit is issued for that area. The study shall be submitted to the City for review and approval before contract bidding for project construction. The study shall evaluate the potential for corrosive soils to occur at the site and shall specifically identify and address circumstances under which corrosive soils could damage underground facilities and, if needed, shall provide recommendations to prevent such damage. Recommendations included in the study shall be implemented by the project applicant. Potential methods to address corrosive soils include the use of cathodic protection or sacrificial anodes for buried metals, use of concrete with a lower water-to-cement ratio and/or sulfate-resistant concrete, and the use of Type II or Type III modified cement. Appropriate measures identified in the study shall be implemented during project construction.</p>	City of West Sacramento: Review and approve corrosive soils study and verify implementation of recommendations to prevent damage, if needed.	Review and approve corrosive soils study before contract bidding for project construction or a grading permit is issued, whichever is first. Verify implementation of corrosive soil control measures (if needed) during construction.	
3.9	Hazards and Hazardous Materials			
3.9-2a	<p>Conduct On-Site Soil Management To minimize potential exposure of construction workers and bystanders to detected lead in soil during on-site soil excavation and grading activities, the project applicants shall implement the following soil</p>	City of West Sacramento and Yolo County EHD: Review and approve BMP document.	Review and approve BMP document before contract bidding for project construction.	

**Table 1
Mitigation Monitoring and Reporting Program for the Raley's Landing Project**

Mitigation Number	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
	<p>management procedures:</p> <ul style="list-style-type: none"> ▶ A best management practices (BMP) document shall be prepared and implemented for the project. The BMP document shall be included in construction bid and contract specifications and shall focus on construction-phase management of soil and water. The project applicants shall retain the services of a qualified environmental firm to implement this program. The BMP document shall be subject to review and approval by the Yolo County Environmental Health Division (EHD). ▶ During excavation and grading, open areas of dirt and soil stockpiles shall be either wetted or covered if fugitive dust emissions are observed. ▶ Construction vehicle wheels shall be brushed/cleaned as necessary to ensure that potentially contaminated soils are not incidentally tracked off-site. 	<p>City of West Sacramento: Verify implementation of BMP document requirements.</p> <p>City of West Sacramento: Verify implementation of soil and dust control measures.</p>	<p>Verify implementation of BMP document requirements during construction.</p> <p>Verify implementation of measures during construction.</p>	
3.9-2b	<p>Conduct Soil Disposal Sampling and Profiling To ensure that excavated soils are transported and disposed of in accordance with appropriate waste classifications, excavated soil shall be temporarily stockpiled on-site, sampled for laboratory analysis, and profiled into appropriate disposal facilities based on the analytical results. This procedure may be conducted in several phases, depending on construction schedule and space/access constraints. The sampling program shall be designed to satisfy the more restrictive nonhazardous landfill sampling criteria, which is generally one four-point composite soil sample from each 500–1,000 cubic yards of excavated soil. The likely soil analysis would be for total lead, with soluble (WET) analyses to be conducted if total concentrations exceed the applicable waste criteria guidelines. The sampling program shall be subject to review and approval by the Yolo County EHD.</p>	<p>City of West Sacramento and Yolo County EHD: Review and approve soil sampling program.</p> <p>City of West Sacramento: Verify implementation of soil sampling program.</p>	<p>Review and approve sampling program before a grading permit is issued.</p> <p>Verify implementation of program during construction.</p>	

**Table 1
Mitigation Monitoring and Reporting Program for the Raley's Landing Project**

Mitigation Number	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
3.9-2c	<p>Manage Soil Transport and Disposal Before construction work begins, the project applicants shall obtain an EPA Hazardous Waste Generator identification number. Any excavated soil to be disposed of in a Class I facility (as determined by stockpile profile sampling) shall be transported by waste haulers with the appropriate local, state, and federal permits/licenses. Each truckload shall be accompanied by a completed Uniform Hazardous Waste Manifest, copies of which shall be sent to the appropriate regulatory agency. This approach shall be subject to review and approval by the Yolo County EHD.</p>	<p>City of West Sacramento and Yolo County EHD: Verify applicants have received EPA Hazardous Waste Generator identification number, and review and approve soil transport and disposal approach.</p> <p>City of West Sacramento: Verify implementation of soil transport and disposal procedures.</p>	<p>Before construction.</p>	
3.9-2d	<p>Conduct Waste Groundwater Management Groundwater pumped from project excavation shall be contained in appropriate tanks and sampled for potential site analytes of concern. Following results confirming nonhazardous classification, the water shall be disposed of or discharged in one of the following means: off-site treatment/recycling, discharge to the storm sewer under appropriate permit, discharge to the local sanitary sewer district under appropriate permit, or discharge to ground surface (i.e., for construction dust control) under approval of appropriate agencies. This approach shall be subject to review and approval by the Yolo County EHD.</p>	<p>City of West Sacramento and Yolo County EHD: Review and approve groundwater management approach.</p> <p>City of West Sacramento: Verify implementation of groundwater testing and disposal measures.</p>	<p>Before construction.</p>	
3.9-2e	<p>Prepare Hazardous Materials Contingency Plan A hazardous materials contingency plan shall be prepared that describes the necessary actions that would be undertaken if analytes of concern are identified in groundwater pumped from project excavation and if previously unidentified hazardous substances are encountered during</p>	<p>City of West Sacramento: Verify preparation of hazardous materials contingency plan.</p>	<p>Verify that hazardous materials contingency plan is included in construction bid and contract specifications.</p>	

**Table 1
Mitigation Monitoring and Reporting Program for the Raley's Landing Project**

Mitigation Number	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
3.10	Hydrology and Water Quality			
3.10-1	<p>Develop and Implement Site-Specific Stormwater Drainage Plans and Specifications</p> <p>The project applicants shall develop and implement project-specific stormwater drainage plans and specifications. These plans shall be prepared in coordination with the City Department of Public Works. The stormwater drainage plans and specifications shall be approved by the City and shall be implemented as a part of the overall construction activities. The drainage plans shall include a quantitative analysis for drainage and flow control features that are necessary to avoid localized site flooding and integrate project-related stormwater drainage into the City's local drainage conveyance facilities. Potential stormwater drainage control features that could be incorporated into project plans include, but are not limited to, constructing detention basins, directing building downspout runoff over landscaped areas, and using underground stormwater detention tanks.</p> <p>Drainage plans and specifications shall be submitted to the City of West Sacramento with approval plans. The City shall approve all drainage plans and specifications before the initiation of project construction.</p>	<p>City of West Sacramento and City Department of Public Works: Review and approve project-specific stormwater drainage plans and specifications.</p> <p>City of West Sacramento: Verify that stormwater drainage plans are implemented during construction.</p>	<p>Review and approve drainage plans before the grading plan is approved.</p> <p>During construction.</p>	

**Table 1
Mitigation Monitoring and Reporting Program for the Raley's Landing Project**

Mitigation Number	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
3.10-2	<p>Obtain Authorization for Construction Activity with the Central Valley Regional Quality Control Water Board and Implement Erosion and Sediment Control Measures as Required</p> <p>Each general contractor involved with construction activities at the project site shall obtain authorization for construction activity from the Central Valley Regional Water Quality Control Board (Central Valley Regional Water Board) through the National Pollutant Discharge Elimination System (NPDES) stormwater general permit for construction activity. General contractors or representative engineers shall develop and implement a SWPPP for the NPDES permit and submit the appropriate notice of intents (NOIs) for all applicable permit processes to the regional water board before beginning construction activities. The SWPPP shall identify, at a minimum:</p> <ul style="list-style-type: none"> ▶ the activities that may cause pollutant discharge (including sediment); ▶ construction BMPs, consistent with requirements of the NPDES permit, to reduce the potential for contaminated runoff, such as limiting ground-disturbing activities during the winter rainfall period, minimizing exposure of disturbed areas and soil stockpiles to rainfall, and minimizing construction work near or within drainage facilities; ▶ erosion and sedimentation control measures to be implemented, such as soil stabilization, mulching, silt fencing, or temporary desilting basins; good housekeeping practices such as road sweeping and dust control; and diversion measures such as use of berms to prevent clear runoff from contacting disturbed areas; and ▶ hazardous materials spill prevention and response measure requirements, including lists of materials proposed for use, handling and storage practices, identification of spill response equipment, spill containment and cleanup procedures, and identified regulatory notification protocols and contact phone numbers to be followed in the event of a spill. 	<p>City of West Sacramento: Verify receipt of applicable Central Valley Regional Water Board authorizations and permits. Review and approve storm water pollution prevention plans (SWPPPs) and plans and specifications for water quality BMPs.</p> <hr/> <p>City of West Sacramento: Verify compliance with SWPPP and NPDES permit measures and implementation of water quality BMPs.</p>	<p>Before the grading plan is approved.</p> <hr/> <p>During construction.</p>	

**Table 1
Mitigation Monitoring and Reporting Program for the Raley's Landing Project**

Mitigation Number	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
	<p>All applicable NOI(s) and SWPPP(s) shall be prepared before construction is initiated, and implementation shall be ongoing through the construction phase of the project(s). All SWPPPs and plans and specifications for construction of water quality BMPs shall be submitted to the City of West Sacramento for approval. The City of West Sacramento shall inspect for compliance with SWPPP and NPDES permit measures during all construction activities.</p> <p>Consistent with Mitigation Measure 3.9-2d, described previously in Section 3.9, "Hazards and Hazardous Materials," groundwater pumped from project excavation shall be contained in appropriate tanks and sampled for potential site analytes of concern. Following results confirming nonhazardous classification, the water shall be disposed of or discharged in one of the following means: off-site treatment/recycling, discharge to the storm sewer under appropriate permit, discharge to local sanitary sewer district under appropriate permit, or discharge to ground surface (i.e., for construction dust control) under the approval of appropriate agencies. This approach shall be subject to review and approval by the Yolo County Environmental Health Department.</p>			
3.10-3	<p>Implement Long-Term Water Quality BMPs in Design and Operation of Project Drainage Facilities and Landscaped Areas</p> <p>Project contractors and/or engineers shall include permanent BMPs in the design of drainage facilities and landscaped areas at the proposed project site consistent with the City of West Sacramento SWMP and regulations governing the NPDES stormwater general permit for construction activity. The design and specifications for the proposed project shall include BMPs for on-site source control and treatment to ensure that water quality is protected in the long term. Project engineers shall consult with the City when designing the drainage facilities and associated water quality protection features, and the project applicants shall submit designs of the areas to the City for review and approval before the development plans are approved. The BMPs shall be designed, constructed, and maintained to meet a performance standard established in consultation with the City and shall at least meet all applicable regulations and guidelines regarding stormwater quality and discharges of stormwater to the Sacramento River. BMPs of several types may be included, such as:</p>	<p>City of West Sacramento: Review and approve water quality BMPs and related drainage facilities and landscaped areas.</p> <p>City of West Sacramento: Verify implementation of BMPs during project construction.</p>	<p>Before the grading plan is approved.</p> <p>During construction.</p>	

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Mitigation Monitoring and Reporting Program for the Raley's Landing Project**

Mitigation Number	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
	<ul style="list-style-type: none"> ▶ landscaping maintenance guidelines, ▶ parking lot sweeping requirements, ▶ roof and pavement drainage and containment, ▶ catch basins and/or infiltration trenches/pits, ▶ water/oil separators, ▶ vegetated or rock-lined swales, and ▶ water breaks. 			
3.11	Biological Resources			
3.11-1	<p>Establish Buffers and Avoid or Compensate for Removal of Elderberry Shrubs The following measures, which are consistent with U.S. Fish and Wildlife Service (USFWS) conservation guidelines for valley elderberry longhorn beetle (VELB), shall be implemented to minimize and mitigate impacts on elderberry shrubs and VELB:</p> <ul style="list-style-type: none"> ▶ Before project construction activities begin, the project proponents shall hire a qualified biologist to conduct a preconstruction survey of the project site for elderberry shrubs, including stem counts and other measures, in accordance with USFWS protocol guidelines. ▶ A 100-foot buffer shall be established around elderberry shrubs with stems greater than 1 inch in diameter at ground level. The buffer shall be clearly marked in the field by staking or flagging. No project activity shall occur in the buffer areas. ▶ If the no-activity buffers around elderberry shrubs are not feasible, the project proponents shall consult with USFWS and may be required to obtain an incidental take permit. During this consultation, an appropriate mitigation plan would be developed and approved by USFWS. Mitigation may include, but would not necessarily be limited to, allowing reduced buffers around shrubs that could potentially be retained on-site; transplanting shrubs to a conservation area; purchasing mitigation credits at an approved mitigation bank; 	City of West Sacramento: Verify completion of elderberry shrub survey, consultation with USFWS, receipt of incidental take permit, and implementation of permit requirements.	Completion of consultation, permitting, and mitigation activities before ground-disturbing activities are initiated.	

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	<p>planting seedlings or cuttings at a ratio ranging from 1:1 to 1:6, depending on the number of stems 1 inch or larger in diameter and on whether beetle exit holes are found on the shrubs on-site; and planting native plants associated with elderberry plants at transplant and/or seedling planting sites.</p> <p>▶ In addition to the above measures, the project applicants may consult with USFWS to determine whether the two units of VELB mitigation credit that were purchased in 1997, as required by the HCP and incidental take permit for the project completed at that time, could be used as mitigation credit toward the potential take of the additional VELB habitat that has grown on the project since 1997.</p>			
3.11-2	<p>Identify and Avoid Active Swainson's Hawk Nests</p> <p>▶ If project construction, including tree removal, begins during the Swainson's hawk breeding season (March 1 to September 15), the project applicants shall hire a qualified biologist to conduct preconstruction surveys in suitable nesting habitat within one-half mile of the project site to identify active Swainson's hawk nests. To the extent feasible, the survey shall be conducted in accordance with the guidelines provided in the <i>Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley</i>. At a minimum, a survey shall be conducted within 14 days before construction activity begins.</p> <p>▶ If no active Swainson's hawk nests are found in the survey area, a letter report documenting survey methods and findings shall be submitted by the biologist conducting the surveys to the City of West Sacramento and DFG within 1 week following completion of surveys and before ground-disturbing activities are initiated. No further mitigation for disturbance of nest sites would be required.</p> <p>▶ If active nests are found, impacts shall be avoided by establishing appropriate buffers. No project construction activity shall commence in the buffer area for a particular nest until a qualified biologist confirms that the nest is no longer active. DFG guidelines recommend implementing one-quarter- or one-half-mile buffers, but</p>	<p>City of West Sacramento: Verify completion of surveys, reporting, and construction restrictions based on timing of construction and results of surveys.</p>	<p>Completion of surveys and reporting (if needed based on date construction is to be initiated) before ground-disturbing activities are initiated.</p> <p>Creation and maintenance of buffers, if needed, during construction.</p>	

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3.11-3	<p>the size of the buffer may be adjusted if a qualified biologist and DFG determine that doing so would not be likely to adversely affect the hawks using the nest. Monitoring of the nest by a qualified biologist may be required if the effectiveness of the available buffer is in question and construction activity could adversely affect the hawks using the nest.</p> <p>Conduct Preconstruction Surveys for Nesting Raptors, and Avoid Active Nests during Construction</p> <ul style="list-style-type: none"> ▶ If project construction activity, including tree removal, would commence during the general raptor breeding season (February 15 to September 15), the project applicants shall hire a qualified biologist to conduct preconstruction surveys in areas of suitable nesting habitat within 500 feet of project activity. Surveys shall be conducted within 10 days before the commencement of construction activity. ▶ If no active raptor nests are found in the survey area, a letter report documenting survey methods and findings shall be submitted by the biologist conducting the surveys to the City of West Sacramento within 1 week following the completion of the surveys and before ground-disturbing activities are initiated. No further mitigation for disturbance of nest sites would be required. ▶ If active nests are found, impacts shall be avoided by establishing appropriate buffers. No project construction activity shall commence within the buffer area of a particular nest until a qualified biologist confirms that the nest is no longer active. DFG guidelines recommend implementation of 500-foot buffers, but the size of the buffer may be adjusted if a qualified biologist and DFG determine that doing so would not be likely to adversely affect the raptor species using the nest. Monitoring of the nest by a qualified biologist may be required if the effectiveness of the available buffer is in question and construction activity could adversely affect the hawks using the nest. 	<p>City of West Sacramento: Verify completion of surveys, reporting, and construction restrictions based on timing of construction and results of surveys.</p>	<p>Completion of surveys and reporting (if needed based on date construction is to be initiated) before ground-disturbing activities are initiated.</p> <p>Creation and maintenance of buffers, if needed, during construction.</p>	
3.11-4	<p>Protect Riparian Habitat at the Project Site, and/or Replace Riparian Habitat at a Suitable Off-Site Location Receiving Long-Term Protection</p>	<p>City of West Sacramento: Verify identification of trees to be removed and retained, protection of</p>	<p>Before initiation of ground-disturbing activities, identify trees to be retained/removed and</p>	

Table 1 Mitigation Monitoring and Reporting Program for the Raley's Landing Project				
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	<ul style="list-style-type: none"> ▶ Where feasible, minimize removal of riparian vegetation, and establish the maximum setback or buffer possible between construction activities and the outer edge of the riparian habitat to be retained in the River 3 area. The setback area shall remain fenced with temporary fencing throughout the construction period. ▶ Where removal of riparian habitat is necessary, the removal shall be limited to the minimum amount needed to achieve the project's objectives. ▶ For unavoidable removal of riparian habitat and encroachment on remaining riparian habitat, implement tree preservation and replacement measures identified in the City's Tree Preservation Ordinance (see Mitigation Measure 3.11-5). In addition, transplanting and replacement plantings of elderberry shrubs identified in Mitigation Measure 3.11-4 require planting and protection of associated native plant species, including riparian species. Planting ratios are identified for associated native species in the USFWS conservation guidelines for VELB and range from 1:1 to 2:1 for each compensatory elderberry seedling or cutting planting. 	retained trees, compliance with the City's Tree Preservation Ordinance, and completion of Mitigation Measure 3.11-3.	confirm compliance with Tree Preservation Ordinance. During construction, verify that tree protection measures are implemented for trees to be retained.	
3.11-5	<p>Avoid or Protect Landmark, Heritage, and Street Trees on the Project Site Where Possible, and Obtain Tree Removal Permit for Those Trees That Cannot Be Avoided</p> <p>The following measures are consistent with the City's Tree Preservation Ordinance and are designed to minimize and mitigate impacts on protected trees on the project site:</p> <ul style="list-style-type: none"> ▶ The project applicants shall contact the City tree administrator to discuss proposed activities (i.e., pruning, potential cutting of roots, tree removal) that may affect a landmark, heritage, or street tree and, if deemed necessary, the tree administrator will inspect the site of the proposed activity. After initial consultation between the applicants and the tree administrator, the tree administrator shall confirm whether a permit is required. If it is determined that a permit is required, the applicants shall apply for a permit. The application shall include the information described in Ordinance 8.24.080 and shall be signed by the property owners and their authorized agents. 	City of West Sacramento, City Tree Administrator: Verify coordination with applicants and submittal of permit application and tree plan.	Before any activities that could damage trees (e.g., pruning, excavation, tree removal).	

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Mitigation Number	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
▶	<p>The project applicants shall submit, along with their application for project development, a detailed tree plan. The tree plan shall contain the information detailed in Ordinance 8.24.090, including a contour map showing the location, size, species, and condition of all trees located on the property proposed for development; identification of the trees proposed to be preserved and those heritage, landmark, and street trees proposed to be removed and the reason for their removal; description of the measures to be followed to ensure survival of heritage, landmark, and street trees during construction; a program for the preservation of these trees during and after completion of the project; and a program for the replacement of any trees proposed to be removed.</p>			
▶	<p>Protected trees shall be retained to the extent feasible, possibly in conjunction with mitigation for remnant riparian habitat identified in Mitigation Measure 3.11-4. Setbacks adequate to allow the continued health and survival of the tree shall be provided around the base of all trees to be retained, and grading, construction, and creation of impervious surfaces shall be prohibited within the dripline.</p>	<p>City of West Sacramento: Verify implementation of tree protection measures.</p>	<p>During construction, verify implementation of tree protection measures for trees to be retained.</p>	
▶	<p>The project applicants shall implement the required replacement plantings and any other mitigation measures deemed necessary to compensate for the impact at a site deemed appropriate by the City in accordance with its Tree Preservation Ordinance. This activity may be taken in conjunction with any tree plantings conducted as part of Mitigation Measure 3.11-4, described above.</p>	<p>City of West Sacramento, City Tree Administrator: Verify completion of replacement plantings and/or other mitigation measures.</p>	<p>Before, during, or after construction, depending on final mitigation measures.</p>	
▶	<p>Any newly planted replacement trees required by the permit shall be monitored by a qualified biologist for 3 years following planting to ensure an adequate survival rate, and reports on the monitoring result shall be submitted to the City annually. In accordance with the City's Tree Preservation Ordinance, the project applicants shall be responsible for replacing any replacement trees that die within 3 years of the initial planting.</p>	<p>City of West Sacramento: Verify receipt of monitoring reports and survival of trees.</p>	<p>Three years following replacement tree plantings.</p>	

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Mitigation Number	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
3.12	Visual Resources			
3.12-3	<p>Implement Measures to Reduce Impacts on Visual Quality The General Plan, West Sacramento Zoning Ordinance, Planned Development Ordinance – 30 (PD-30) text, and <i>Washington Specific Plan</i> identify various policies and guidelines that would reduce impacts on visual quality associated with project implementation. Compliance with these policies and guidelines would be ensured, in part, through compliance with the design review process. These guidelines are basic principles that would reduce visual resource impacts; however, the following mitigation measures are more specific and would further reduce the project's impacts on the visual quality and character of the project site:</p> <ul style="list-style-type: none"> ▶ Where feasible and consistent with project objectives, retain trees currently on the project site and incorporate them into the project design and landscaping plan. Also see Mitigation Measure 3.11-5, related to preservation of trees and compensation for necessary tree removal. ▶ Design major streets with a consistent landscape theme, and site appropriate shade trees to form a canopy across roadways. ▶ Plant strips between curb and separated sidewalks along the city's roadways. Make strips wide enough to accommodate shade trees. ▶ During the City's design review process, ensure development associated with the Raley's Landing project is compatible with existing and planned future neighboring projects (where details are known), particularly where those projects are keeping with the City's vision. Determinations of compatibility should be based on massing and scale of structures, building siting and orientation, architectural character, landscaping language, and other features that help to define the site. ▶ Use strong form, massing, and authentic detailing to express styles, rather than "paste-on" details and superficial exterior detailing. 	<p>City of West Sacramento: Verify that all design, architectural, and landscape features are included in the project.</p>	<p>Verify that design, architectural, and landscape features are included in project plans during design review as specified in the development agreement.</p> <p>Verify that design, architectural, and landscape features are incorporated during construction.</p>	

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Mitigation Number	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
3.12-4	<ul style="list-style-type: none"> ▶ Create compatibility and consistency for all exterior light fixtures that are affixed to the structures. The light fixtures shall be compatible with the architectural style of the structure. ▶ Use building colors that are mainly subtle, neutral, or muted earth tones. Where accent colors are used, ensure they do not dominate the visual character of the building exterior and cover only limited features on building surfaces, such as trim or moulding. The use of highly reflective or glossy materials shall be limited and is not appropriate in most contexts. ▶ Design screening devices, site walls, enclosed services, loading, and refuse areas to be an integral part of the building architecture. 	City of West Sacramento: Verify that all design, material, and architectural guidelines are included in the project.	Verify that design, material, and architectural guidelines are included in project plans during design review as specified in the development agreement.	
	<p>Implement Measures to Reduce Light and Glare</p> <p>The General Plan, West Sacramento Zoning Ordinance, PD-30 text, and <i>Washington Specific Plan</i> identify various policies and guidelines that would reduce impacts related to light and glare. The mitigation actions listed below build on these guidelines and would further reduce the potential for the proposed project to generate substantial light and glare that could adversely affect daytime and nighttime views:</p> <ul style="list-style-type: none"> ▶ Exterior building materials shall be composed of a minimum of 50% low-reflectance, nonpolished finishes. ▶ Highly reflective mirrored glass walls shall not be used as the primary building material for façades. Where glass surfaces larger than standard windows appropriate for the land use are installed, glass with low-emittance (Low-E) coating shall be used to reduce the reflective qualities of the building, while maintaining energy efficiency. ▶ Bare metallic surfaces, such as those of pipes, flashing, vents, and light standards, shall not be polished but shall be painted or otherwise colored and have a brushed, matte, or similar finish to minimize reflectance. 	City of West Sacramento: Verify that all design, material, and architectural guidelines are included in the project.	Verify implementation of design, material, and architectural guidelines during construction.	

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Mitigation Number	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
3.13	Cultural Resources			
3.13-1	<p>Conduct Intensive Archaeological Monitoring at the Site of the California Transportation Company Shipyard, and Implement Recovery Plan, if Needed</p> <p>During all ground-disturbing activities in the River 3 area east of Second Street, monitoring shall be conducted by two qualified professional archaeologists. If potentially significant materials are uncovered, all ground-disturbing activities in the area of the find must cease. The area in which the work must stop shall be the minimum area necessary to ensure protection of the find, as determined by the archaeologists. The archaeologists shall determine the extent, character, and potential significance of the find and, and in cooperation with the City shall, develop appropriate mitigation intended to recover and document the encountered materials. Additional mitigation could include but not necessarily be limited to photodocumentation, additional archival research, subsurface testing, and archaeological excavation.</p>	<p>City of West Sacramento: Verify construction monitoring is taking place. Verify appropriate response if resources are encountered.</p>	<p>During construction.</p>	
3.13-3	<p>Monitor Excavations and Stop Work if Cultural Resources Are Discovered during Construction Activities, and Implement Recovery Plan, if Needed</p> <p>(a) Qualified professional archaeologist(s) shall be on-site to monitor all significant ground-disturbing activities. Significant ground-disturbing activities are defined as those affecting soils and sediments below 1 foot in depth on all properties on the project site. Such activities can include, but are not necessarily limited to, trench and basement excavation and grading. Pile driving, soil compaction, repeated working of soils previously disturbed by project-related tasks, or filling activities do not need to be monitored. Construction personnel must be provided adequate training by a qualified professional</p>	<p>City of West Sacramento: Verify that construction monitoring and construction worker training are taking place. Verify appropriate response if resources are encountered.</p>	<p>During construction.</p>	

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Mitigation Number	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
	<p>archaeologist in the methods to be followed if subsurface archaeological deposits and suspected human remains are discovered. Training would involve meeting with the construction crew before ground-disturbing activities begin, describing what cultural resources could be encountered, and instructing the members of the crew to contact a monitor if cultural resources are discovered.</p> <p>Monitoring intensity may vary based on the sensitivity of the project area. A single archaeological monitor will be sufficient to monitor all significant ground-disturbing activities in the River 1 area. The same is true for the River 2 area; however, more intensive monitoring shall be conducted in the River 3 area east of Second Street, as described for Mitigation Measure 3.13-1, because of the presence of known archaeological materials. Similarly intensive monitoring involving one monitor per active machine will be necessary in the northern one-third of the Washington Street property east of Fourth Street, in the vicinity of where previous ground-disturbing activities have uncovered human remains. A single monitor will be sufficient for the remainder of the Washington Street property. In the portion of the River 3 area west of Second Street, one archaeological monitor shall monitor no more than two active earth-moving machines because of the presence of a potentially historically important soil stratum that may contain or cover significant historic-era remains west of Second Street in the River 3 area.</p> <p>(b) If subsurface prehistoric or historical archaeological remains are identified during construction, work within the vicinity of the affected areas must stop until the find can be evaluated by a qualified archaeologist (which may be the on-site monitor, depending on the technical specialty of the monitor). The area in which the work must stop shall be the minimum area necessary to ensure protection of the find, as determined by the archaeologist. If the find is determined to be potentially significant according to CEQA standards, an appropriate treatment plan must be developed and implemented to mitigate adverse effects, and any excavated materials should be donated to an appropriate museum or cultural center. An appropriate treatment plan could include but not necessarily be limited to</p>			

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Mitigation Number	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
3.13-4	<p>photodocumentation, additional archival research, subsurface testing, and archaeological excavation.</p> <p>Stop Work if Human Remains are Uncovered during Construction. California law recognizes the need to protect interred human remains, particularly Native American burials and associated items of patrimony, from vandalism and inadvertent destruction. The procedures for the treatment of discovered human remains are described in California Health and Safety Code Section 7050.5 and Section 7052 and California Public Resources Code Section 5097.</p> <p>In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, all such activities in the vicinity of the find shall be halted immediately and the agency or the agency's designated representative (in this case, the City or the City's designated representative) shall be notified. The area in which the work must stop shall be the minimum area necessary to ensure protection of the find, as determined by the archaeologist. The City or the archaeological monitor shall immediately notify the county coroner. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or state lands (Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the Native American Heritage Commission (NAHC) by telephone within 24 hours of making that determination (Health and Safety Code Section 7050[c]). The responsibilities of the City for acting upon notification of a discovery of Native American human remains are identified in detail in the California Public Resources Code Section 5097.9. The City or its appointed representative and the professional archaeologist will consult with a Most Likely Descendent, determined by the NAHC, regarding the removal or preservation and avoidance of the remains and determine whether additional burials could be present in the vicinity.</p>	<p>City of West Sacramento: Verify that appropriate actions are taken if human remains are found.</p>	<p>During construction.</p>	

