Mitigation Monitoring and Reporting Program

Sutter Pointe Specific Plan

SCH #2007032157

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May 2009

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MITIGATION MONITORING AND REPORTING PROGRAM

INTRODUCTION

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (14 California Code of Regulations [CCR] Section 15000 et seq.), Sutter County (County) prepared an Environmental Impact Report (EIR) that identifies adverse environmental impacts related to construction and operation of the Sutter Pointe Specific Plan project. The EIR also identifies mitigation measures that would reduce these impacts to a less-than-significant level, or eliminate the adverse impacts altogether.

CEQA Guidelines require public agencies "to adopt a reporting and monitoring program for changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment." A Mitigation Monitoring and Reporting Program (MMRP) is required for the proposed project because the EIR identifies potentially significant adverse impacts related to project implementation, and mitigation measures have been identified to reduce those impacts. Adoption of the MMRP would occur along with approval of the proposed project.

PURPOSE OF MITIGATION MONITORING AND REPORTING PROGRAM

This MMRP has been prepared to ensure that all required mitigation measures are implemented and completed in a satisfactory manner before and during project construction. The MMRP may be modified by the County during project implementation, as necessary, in response to changing conditions or other refinements. Table 1 (included at the end of this document) has been prepared to assist the responsible parties in implementing the mitigation measures. The table identifies individual mitigation measures, monitoring/mitigation timing, responsible person/agency for implementing the measure, monitoring and reporting procedure, and space to confirm implementation of the mitigation measures. The numbering of mitigation measures follows the numbering sequence found in the EIR.

ROLES AND RESPONSIBILITIES

Unless otherwise specified herein, the County is responsible for taking all actions necessary to implement the mitigation measures according to the specifications provided for each measure and for demonstrating that the action has been successfully completed. The County, at its discretion, may delegate implementation responsibility or portions thereof to a licensed contractor or other designated agent.

The County would be responsible for overall administration of the MMRP and for verifying that County staff members and/or the construction contractor has completed the necessary actions for each measure. The County would designate a project manager to oversee implementation of the MMRP. Duties of the project manager include the following:

- Ensure that routine inspections of the construction site are conducted by appropriate County staff; check plans, reports, and other documents required by the MMRP; and conduct report activities.
- Serve as a liaison between the County and the contractor or project applicant regarding mitigation monitoring issues.
- Complete forms and maintain reports and other records and documents generated by the MMRP.
- Coordinate and ensure that corrective actions or enforcement measures are taken, if necessary.

The responsible party for implementation of each item would identify the staff members responsible for coordinating with the County on the MMRP.

REPORTING

The County's project manager shall prepare a monitoring report, upon completion of the project, on the compliance of the activity with the required mitigation measures. Information regarding inspections and other requirements shall be compiled and explained in the report. The report shall be designed to simply and clearly identify whether mitigation measures have been adequately implemented. At a minimum, each report shall identify the mitigation measures or conditions to be monitored for implementation, whether compliance with the mitigation measures or conditions has occurred, the procedures used to assess compliance, and whether further action is required. The monitoring report shall be presented to the Board of Supervisors.

MITIGATION MONITORING AND REPORTING PLAN TABLE

The categories identified in Table 1 are described below.

- **Mitigation Number –** This column lists the mitigation measures by number as identified in the EIR.
- **Mitigation Measure –** This column provides the text of the mitigation measures identified in the EIR.
- **Timing/Schedule –** This column identifies the time frame in which the mitigation will take place.
- **Implementation Responsibility –** This column identifies the entity responsible for complying with the requirements of the mitigation measure.
- **Verification –**The "Action" column describes the type of action taken to verify implementation. The "Date Completed" column is to be dated and initialed by the project manager, or his/her designee, based on the documentation provided by the construction contractor, its agents (qualified individuals), or through personal verification by the County.

Table 1 Mitigation Monitoring Plan for the Sutter Pointe Specific Plan Project						
Mit. No.	Mitigation Measure	Initiation of Mitigation	Monitoring Frequency	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
3.3 Transportation and Circulation						
Program Level						
3.3-1	**Participate In Funding Improvement to the Regional Roadway Network.** **On-Site Elements** a. Developers of property within the plan area ("Specific Plan," "SPSP," or "the Project") shall be responsible for the Project's fair share of all feasible physical improvements necessary and available to reduce the severity of the Project's significant transportation-related impacts, based on "cumulative plus project conditions," consistent with the policies and exceptions set forth in the Transportation and Circulation Element of the 1994 Sutter County General Plan. (For purposes of this measure, "cumulative plus project conditions" refers to development authorized under the Specific Plan as well as development consistent with approved general plans, specific plans, and other entitlements in Sutter County and other jurisdictions.) In cases where the Project's fair share contribution is identified, the share will be based on the Project's relative contribution to traffic growth under "cumulative plus project conditions." The Project's contribution toward such improvements may take any, or some combination, of the following forms: 1. Construction of roads and related facilities within and adjacent to the boundaries of the Specific Plan area, which may be subject to fee credits and/or reimbursement, coordinated by the County, from other fee-paying development projects if available with respect to roads or other facilities that would also serve those non-SPSP fee-paying development projects; 2. Construction of roads, road improvements, or other transportation facilities outside the boundaries of the Specific Plan area but within unincorporated Sutter County, subject in some instances to fee credit against other improvements necessitated by the SPSP or future reimbursement, coordinated by the County, from other fee-paying development projects if available where the roads or improvements at issue would also serve those non SPSP fee paying development projects;					

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	3. The payment of impact fees to Sutter County in amounts that constitute the Project's fair share contributions to the construction of transportation facilities to be built or improved within unincorporated Sutter County, consistent with the County's Capital Improvement Program ("CIP"); 4. The payment of other adopted regional impact fees that would provide improvements to roadways, intersections and/or interchanges that are affected by multiple jurisdictions, except where the project applicant's payments of other fees or construction of improvements within Sutter County creates credit against the payment of regional impact fees.; 5. The payment of impact fees to Sutter County in amounts that constitute the Project's fair share contributions to the construction of transportation facilities and/or improvements within affected jurisdictions outside of Sutter County, which payments to Sutter County and transmittal of fees to other agencies would occur through one or more enforceable agreements that are consistent with Sutter County General Plan policy 3.A.7 and provided that for each required improvement, there is a reasonable mitigation plan that ensures that (i) the fees collected from the SPSP will be used for their intended purposes, and (ii) the improvements will actually be built within a reasonable period of time, and 6. The payment of impact fees to Sutter County in amounts that constitute the Project's fair share contributions to the construction of transportation facilities and/or improvements on federal or state highways or freeways needed in part because of the Project, to be made available to the California Department of Transportation ("Caltrans") if and when Caltrans and Sutter County enter into an enforceable agreement consistent with state law and Sutter County General Plan policy 3.A.7. b. In pursuing a single agreement or multiple agreements with any jurisdictions outside of Sutter County that will be affected by traffic from the Project in order to effectuate proposed mitigation measures for improvements outside of Sutter County, Sutter County will seek to negotiate in good faith with these other jurisdictions to enter into					

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	fair and reasonable arrangements with the intention of achieving, within a reasonable time period after approval of the SPSP, commitments for (i) the provision of adequate "fair share" mitigation payments from the Project for out-of-jurisdiction traffic impacts and impacts on federal and state freeways and highways, and (ii) reciprocal payments from regional development projects to Sutter County to address cumulative "fair share" mitigation payments towards federal and state freeways and highways for transportation-related facilities and/or improvements within Sutter County necessitated by the development within the region. It is intended that these agreements shall permit the participating agencies flexibility in providing cross-jurisdictional credits and reimbursements consistent with the general "fair share" mitigation standard, and require an updated model run incorporating the best available information in order to obtain the most accurate, up-to-date impact assessment feasible and to generate the most accurate, up-to-date estimates of regional fair share contributions. These agreements, moreover, should also include provisions that allow for periodic updates to the traffic modeling on which fair share payment calculations depend in order to account for (i) newly approved projects cumulatively contributing to transportation-related impacts and that therefore should contribute to the funding of necessary improvements (e.g., the Sierra Vista and Creek View Specific Plans in Roseville or the Curry Creek Community Plan in Placer County), (ii) additional physical improvements necessitated in whole or in part by newly approved projects, (iii) changing cost calculations for the construction of needed improvements based on changes in the costs of materials, labor, and other inputs. c. If transportation improvements required to be constructed as mitigation are constructed prior to SPSP implementation, the Project will pay its fair share portion for those improvements. d. In considering individual projects within the SPSP area (e.g., small-lot tentative subdivision maps or similar discretionary non-residential approvals), Sutter County shall identify required improvements, and shall base its calculations for such projects' fair share payments, based on the most recent traffic modeling (i.e.,					

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	modeling that accounts for (i) newly approved projects cumulatively contributing to transportation-related impacts and that therefore should contribute to the funding of necessary improvements, (ii) additional physical improvements necessitated in whole or in part by newly approved projects, and (iii) changing cost calculations for the construction of needed improvements based on changes in the costs of materials, labor, and other inputs). e. At the time of issuance of building permits for individual development projects within the plan area, the County shall collect fair share fee payments for improvements or facilities addressed by its CIP as it exists at that time.					
3.3-2	**Construct Improvements to Sutter County Roadways.** **On-Site Elements** The project applicant shall construct the following mitigation projects, which may be subject to fee credits and/or reimbursements, as defined in Mitigation Measure 3.3-1.2. Because the SPSP will develop over time, implementation of the following mitigation projects will likely occur in phases and through various forms as outlined in Mitigation Measure 3.3-1. Individual roadway widening will be largely constructed directly by the project applicant and other developers outside the project area depending on when specific development projects advanced to the implementation phase. Segment A – Widen Riego Road from two to four lanes between the Natomas Road and Pleasant Grove Road (S). a. Should the California PUC decline to approve the necessary permits for widening Riego Road at its railroad crossing 500 feet east of Natomas road as an at-grade crossing, then widen Riego Road starting 500 feet west of Pleasant Grove Road (N) and continue to 500 feet east of Pleasant Grove Road (S). Contribute fair share, as defined in Mitigation Measure 3.3-1, towards future (buildout) grade separation at railroad crossing.					

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3.3-3	**Participate In Funding Improvements to Placer County Roadways.** **On-Site Elements** The project applicant shall pay its fair share of costs for the following mitigation projects as defined in Mitigation Measure 3.3-1. Because the SPSP will develop over time, implementation of the following mitigation projects will likely occur in phases and through various forms as outlined in Mitigation Measure 3.3-1. Individual roadway widening will be largely constructed directly by the project applicant and other developers in the same area depending on when specific development projects advanced to the implementation phase. Segment A – Widen Baseline Road from two to four lanes between Pleasant Grove Road (S) and Locust Road. Segment B – 1. Widen Baseline Road from two to four lanes between Locust Road and Brewer Road. OR 2. Construct a center two-way left-turn lane through the Baseline Road/Brewer Road intersection to allow two-stage turn movements for the southbound left-turn. The turn lane should be constructed for a minimum of 1,000 feet east and west of the intersection. Segment C – Widen Baseline Road from two to four lanes between Brewer Road and Watt Avenue. Segment D – Widen Baseline Road from two to four lanes between Watt Avenue to Fiddyment Drive. The roadway projects recommended in Mitigation Measure 3.3-3B through 3.3-3C are needed to accommodate previously approved development in the Placer County and surrounding jurisdictions. The need for these roadway projects could be accelerated with implementation of the SPSP.					
3.3-4	**Participate In Funding Improvements to Sacramento County Roadways.** **On-Site and Off-Site Elements** The project applicant shall pay its fair share of costs as defined in Mitigation Measure 3.3-1 to widen Powerline Road from the Sacramento County line to Elverta Road, to improve the pavement condition of E. Levee Road (Sacramento County Line to Elverta Road), to improve the					

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	pavement condition of Sorento Road (Sacramento County Line to Elverta Road) to meet Sacramento County design standards including minimum width travel lanes and usable shoulders.					
3.3-5	**Participate in Funding Improvements to Caltrans Roadways.** **On-Site Elements** The project applicant shall pay its fair share of costs as defined in Mitigation Measure 3.3-1 for the widening of I-5 between Del Paso Road and Arena Boulevard from six to eight lanes.					
3.3-6	**Construct Improvements to Sutter County Intersections.** **On-Site Elements** The project applicant shall construct or make fair share contributions towards the construction of the following mitigation projects, some of which may be subject to fee credits and/or reimbursements, as defined in Mitigation Measure 3.3-1. Because the proposed project will develop over time, implementation of the following mitigation projects will likely occur in phases and through various forms as outlined in Mitigation Measure 3.3-1. Individual intersection widenings and traffic control modifications will be largely constructed directly by the project applicant and other developers outside the project area depending on when specific development projects advanced to the implementation phase. Intersection A – 1. Construct a grade-separated locally-serving interchange (Type-L7 configuration or equivalent). To the extent feasible, the interchange should be constructed to accommodate (at minimal extra cost) a future Type L-9 interchange configuration suitable for the Placer Parkway. Intersection B – 1. Implement Mitigation Measure 3.3-2A. Install a traffic signal, construct exclusive left- and right-turn lanes on the southbound approach and construct an exclusive left-turn lane on the eastbound approach. Intersection C – 1. Construct a grade-separated locally-serving Type-L7 (Upgradeable to a Type-L9 interchange configuration) with a minimum bridge width to accommodate five travel lanes across SR 70/99. With the recent passage of Proposition 1B, $19.1					

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	million was appropriated for the construction of an interchange at the SR 70/SR 99/Riego Road interchange. The project applicants shall provide the local match for construction of this improvement subject to reimbursement or credit pursuant to agreements which may be negotiated in accordance with Mitigation Measure 3.3-1 or otherwise. Elements of the interim interchange such as the EB Riego Road to SB SR 70/99 and WB Riego Road to NB SR 70/99 slip on-ramps can be phased. The slip ramps would eliminate corresponding eastbound and westbound left-turn lanes at the SB and WB off-ramp terminal intersections, respectively. The addition of the SB slip on-ramp and NB slip on-ramp should be constructed before issuance of occupancy permits for over 65% of Phase 1/A development.					
3.3-7	**Participate in Funding Improvements to Sacramento County Intersections.** **On-Site Elements** The project applicant shall pay its fair share of costs for the following mitigation projects as defined in Mitigation Measure 3.3-1. Because the SPSP will develop over time, implementation of the following mitigation projects will likely occur in phases and through various forms as outlined in Mitigation Measure 3.3-1. Individual intersection widenings and traffic control modifications will be largely constructed directly by the project applicant and other developers in the same area depending on when specific development projects advanced to the implementation phase. Intersection A – 1. Install a traffic signal 2. Modify the intersection and construct the following intersection lanes. Northbound – an exclusive left-turn lane and a shared through/right-turn lane. Southbound – an exclusive left-turn lane and a shared through/right-turn lane. Eastbound – an exclusive left, through, and right-turn lane.					

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	Westbound – an exclusive left, through, and right-turn lane. Intersection B – 1. Construct a grade-separated interchange on SR 99 at Elverta Road. Caltrans has allocated approximately $19.1 million in bond money for this project, similar to SR 99 at Riego Road. Intersection C – 1. Modify the intersection traffic control to side-street stop control and limit access to E. Levee Road to right-in/right-out only. Elverta Road would be uncontrolled. 2. Construct a center curb median to prevent restricted turn movements. Intersection D – 1. Install a traffic signal. Construct an exclusive eastbound left-turn lane and exclusive southbound left and right-turn lanes. Intersection E – 1. Install traffic signals. Intersection F – 1. Install a traffic signal. 2. Modify the eastbound approach to provide one left-turn lane and one through lane.					
3.3-8	**Participate in Funding Improvements to Sacramento County Intersections.** **On-Site Elements** The project applicant shall pay its fair share of costs for the following mitigation projects as defined in Mitigation Measure 3.3-1. Because the SPSP will develop over time, implementation of the following mitigation projects will likely occur in phases and through various forms as outlined in Mitigation Measure 3.3-1. Individual intersection widenings and traffic control modifications will be largely constructed directly by the project applicant and other developers in the same area depending on when specific development projects advanced to the implementation phase. Intersection A – 1. Install a traffic signal					

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	2. Modify the intersection and construct the following intersection lanes. Northbound – an exclusive left-turn lane and a shared through/right-turn lane. Southbound – an exclusive left-turn lane and a shared through/right-turn lane. Eastbound – an exclusive left, through, and right-turn lane. Westbound – an exclusive left, through, and right-turn lane. Intersection B – 1. Construct a grade-separated interchange on SR 99 at Elverta Road. Caltrans has allocated approximately $19.1 million in bond money for this project, similar to SR 99 at Riego Road. Intersection C – 1. Modify the intersection traffic control to side-street stop control and limit access to E. Levee Road to right-in/right-out only. Elverta Road would be uncontrolled. 2. Construct a center curb median to prevent restricted turn movements. Intersection D – 1. Install a traffic signal. Construct an exclusive eastbound left-turn lane and exclusive southbound left and right-turn lanes. Intersection E – 1. Install traffic signals. Intersection F – 1. Install a traffic signal. 2. Modify the eastbound approach to provide one left-turn lane and one through lane.					
3.3-9	**Participate in Funding improvements to Caltrans Facilities.** **On-Site Elements** The project applicant shall pay its fair share of costs as defined in Mitigation Measure 3.3-1 for adding mainline capacity to SR 70/99 and I-5 as set forth below. Exhibits 3.3-35 and 3.3-37 show a freeway improvement concept for SR 70/99 and I-5 without and with Placer Parkway. This concept was					

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	developed based on cumulative conditions analysis and was developed to provide a comprehensive analysis of freeway operations in the SR 70/99/I-5 corridor that would link current planning on I-5 with future needs on the SR 99 corridor. Caltrans is currently planning HOV lanes on I-5 that would extend from just north of the American River that would terminate just north of Del Paso Road. While still in the planning stages, the I-5 HOV lane project would include direct connector ramps at the I-5/I-80 interchange. In addition, Caltrans is considering to extend the HOV lane project further north on I-5 to Airport Boulevard to take advantage of I-5 mainline improvements (west of SR 70/99) that are to be funded by Sacramento County development. While the ultimate improvements will be developed by Caltrans, the improvement concept shown on Exhibits 3.3-35 and 3.3-36 includes improvements that would connect the I-5 HOV lane improvements to SR 70/99 for a continuous HOV lane that would extend into Sutter County. The concept was also developed with current and continuing system-wide corridor constraints in mind, like the limited capacity of the I-5/I-80 interchange, to not deliver more traffic to system-widen constraints than can be accommodated. The following summarizes the mainline improvements shown on the exhibits: *Without Placer Parkway* Construct HOV lanes northbound and southbound on SR 70/99 from midway between Sankey Road and Riego Road to I-5. Construct direct HOV connector ramps between SR 99 and I-5, linking the SR 99 and I-5 HOV lanes. Construct auxiliary lanes between the SB I-5 to NB SR 70/99 and SB SR 70/99 to NB I-5 connector and Elkhorn Boulevard. *With Placer Parkway* The improvements would be the same as “without” Placer Parkway with the following exception: The SB HOV lane would begin just north of the WB Placer Parkway to SB SR 70/99 on-ramp.					

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	The NB HOV lane would end and the third mainline lane would be a trap lane to EB Placer Parkway with two mixed-flow lanes continuing on NB SR 70/99.					
3.3-10	**Participate In Funding Improvements to Sutter County Roadways. On-Site and Off-Site Elements** The project applicant shall pay its fair share of costs for the following mitigation projects as defined in Mitigation Measure 3.3-1. Because the SPSP will develop over time, implementation of the following mitigation projects will likely occur in phases and through various forms as outlined in Mitigation Measure 3.3-1. Demand of travel through the Riego Road – Baseline Road corridor is greater than shown in Table 3.3-18 and 3.3-25. Currently, there is no funding identified for widening the segments of Riego Road – Baseline Road between the SPSP and Locust Road in Placer County. The Placer Vineyards Specific Plan is conditioned to improve Baseline Road from Locust Road east along its frontage and includes intersection improvements in Sutter County on Riego Road. The SPSP will widen Riego Road in the plan area to a six- /eight-lane expressway. Consequently, the unimproved (two-lane) segment constrains traffic volumes. Based on the SPSP TDF model, travel demand for these segments of Riego Road under cumulative conditions is about 12,000 vehicles per day higher than shown in Tables 3.3-18 and 3.3-25 assuming six lanes on Riego Road – Baseline Road between the SPSP and Locust Road in Placer County. Another important feature of the cumulative impact analysis is that the cumulative no project and cumulative plus project are two separate "snapshots" of the future. The project's traffic is not added to a fixed amount of traffic under the no project scenario. Both scenarios are fully modeled, which more accurately allows for changes in the matching of trip origins and trip destinations as well as trip routing. Therefore, the project may contribute traffic to many roadways under the cumulative plus project scenarios, but may not necessarily result in higher volumes on a roadway segment when compared to the cumulative no project scenario and not cause an impact. However, as noted in Mitigation Measure 3.3-1, the project will be required to pay impact fees to Sutter County in amounts that constitute the project's fair share contributions to the construction of transportation facilities to be built or improved within					

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	unincorporated Sutter County, consistent with the County's CIP. This mitigation measure also extends responsibility for the project to mitigate roadway impacts in other jurisdictions if an enforceable agreement between Placer County and the other jurisdiction is established. The unconstrained traffic volumes were used to develop the mitigation discussed below. Segment A – 1. Widen Riego Road from two to six lanes between the Natomas Road and Pleasant Grove Road (S). 2. Eliminate the traffic control on eastbound and westbound Riego Road at Natomas Road and restrict access to Natomas Road to right-in/right-out only. 3. Construct a six-lane grade-separated crossing of the Union Pacific Railroad between Natomas Road and Pleasant Grove Road (N). 4. Realign Pleasant Grove Road (N) to the east to Pleasant Grove Road (S) so that the roadways form a single intersection. Provide local connection (to maintain local-access) concurrent with realignment. This improvement is needed to accommodate grade-separation of the Union Pacific Railroad. 5. Install a traffic signal at the Riego Road/Pleasant Grove Road (realigned) intersection.					
3.3-11	**Participate In Funding Improvements to Placer County Roadways.** **On-Site Elements** The project applicant shall pay its fair share of costs for the following mitigation projects as defined in Mitigation Measure 3.3-1. Segment A – 1. Construct Placer Parkway as a four-lane freeway/expressway between SR 65 and SR 70/99. 2. Add center lanes on 16th Street (for a total of four-lanes) from the Placer County line to Elverta Road. **On-Site and Off-Site Elements** Segment B – 1. Implement Mitigation Measure 3.3-11A.1 – 3.3-11A.2.					

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	Segment C – 1. Implement Mitigation Measure 3.3-11A.1 – 3.3-11A.2. 2. Construct Watt Avenue between Baseline Road and PFE Road as a six-lane high-access control facility. The roadway projects recommended in Mitigation Measure 3.3-3B through 3.3-3C are needed to accommodate previously approved development in the Placer County and surrounding jurisdictions. The need for these roadway projects could be accelerated with implementation of the SPSP. The recommended mitigation measure contains multiple roadway projects of a regional nature. This is necessary for two reasons. One, a future roadway network to support the cumulative no project scenario at the LOS thresholds established in local or State policies has not been developed. Two, traffic volume forecasts under cumulative conditions will change in response to changes in the roadway network. Therefore, the mitigation for the cumulative scenarios involved the testing of roadway capacity expansion projects to determine the projects that helped to minimize project impacts. At this time, full funding has not yet been identified for Placer Parkway.					
3.3-12	**Participate In Funding Improvements to Sacramento County Roadways.** **On-Site and Off-Site Elements** The project applicant shall pay its fair share of costs for the following mitigation projects as defined in Mitigation Measure 3.3-1. Segment A – 1. Widen Elverta Road from two to four lanes between SR 70/99 to East Levee Road. Segment B – 1. Widen Elverta Road from two to four lanes between East Levee Road and Sorento Road. Segment C – 1. Implement Mitigation Measure 3.3-11A.1. Segment D – 1. Implement Mitigation Measure 3.3-11A.2. Segment E – Implement Mitigation Measure 3.3-4.					

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	The implementation of Placer Parkway would reduce daily traffic volumes on Elverta Road compared to "no Placer Parkway" conditions.					
3.3-13	**Participate In Funding Improvements to Caltrans Roadways.** **On-Site and Off-Site Elements** The project applicant shall pay its fair share of costs for the following mitigation projects as defined in Mitigation Measure 3.3-1. Segment A – Widen the segment of I-5 between SR 70/99 to Del Paso Boulevard from six to eight lanes. Segment B – Implement Mitigation Measure 3.3-5. Segment C – Widen the segment of I-5 between Arena Boulevard and I-80 from eight to 10 lanes.					
3.3-14	**Participate In Funding Improvements to Sutter County Intersections.** **On-Site Elements** The project applicant shall pay its fair share of costs for the following mitigation projects as defined in Mitigation Measure 3.3-1. Because the SPSP will develop over time, implementation of the following mitigation projects will likely occur in phases and through various forms as outlined in Mitigation Measure 3.3-1. Individual intersection widenings and traffic control modifications will be largely constructed directly by the project applicant and other developers in the same area depending on when specific development projects advanced to the implementation phase. Major roadway and intersection widenings outside the plan area (in Sutter County) are expected to be constructed by the County using traffic impact fees paid by the project applicant and other developers in the same area possibly in combination with state and federal funding. Intersection A – 1. Implement Mitigation Measure 3.3-6A.1. Intersection B – 1. Implement Mitigation Measure 3.3-10A.1 through 3.3-10A.5, and 2. Modify the intersection and construct the following intersection lanes. Northbound – two left-turn lanes and a shared through/right-turn lane. Southbound – a separate left-turn lane and a shared through/right-turn lane.					

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Mit. No.	Mitigation Measure	Initiation of Mitigation	Monitoring Frequency	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
	Eastbound – a separate left-turn lane, three through lanes, and a right-turn lane. Westbound – a separate left-turn lane, three through lanes, and a right-turn lane. Intersection C – 1. Upgrade the interim interchange (identified in Mitigation Measure 3.3-6C.1) to a grade-separated locally-serving Type-L9 interchange configuration with a minimum bridge width to accommodate eight travel lanes across SR 70/99 and a southbound loop on-ramp that enters SR 70/99 as its own lane and merges with the southbound slip on-ramp creating an auxiliary lane. **Off-Site Elements** **Intersection B – Implement Mitigation Measure 3.3-14B**					
3.3-15	**Participate In Funding Improvements to Placer County Intersections.** **On-Site and Off-Site Elements** The project applicant shall pay its fair share of costs for the following mitigation projects as defined in Mitigation Measure 3.3-1. Because the SPSP will develop over time, implementation of the following mitigation projects will likely occur in phases and through various forms as outlined in Mitigation Measure 3.3-1. Individual intersection widenings and traffic control modifications will be largely constructed directly by the project applicant and other developers in the same area depending on when specific development projects advanced to the implementation phase. Major roadway and intersection widenings outside the plan area (in Sutter County) are expected to be constructed by the County using traffic impact fees paid by the project applicant and other developers in the same area possibly in combination with state and federal funding. Intersection A – 1. Implement Mitigation Measure 3.3-14B. Intersection B – 1. Implement Mitigation Measure 3.3-10A.1 through 3.3-10A.5. 2. Modify the intersection to provide the following intersection lanes.					

Table 1
Mitigation Monitoring Plan for the Sutter Pointe Specific Plan Project

Mit. No.	Mitigation Measure	Initiation of Mitigation	Monitoring Frequency	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
	Northbound – one left- turn lane, one through lane, and a right-turn lane. Southbound – one left- turn lane and a shared through/right-turn lane. Eastbound – one left-turn lane, three through lanes, and a right-turn lane. Westbound – one left-turn lane, three through lanes, and a right-turn lane. Intersection C – Provide a right-turn overlap phase for the southbound right-turn, which would require prohibiting eastbound u-turn movements. Intersection D – Provide a right-turn overlap phase for the southbound and westbound right-turns, which would require prohibiting eastbound and southbound u-turn movements.					
3.3-16	**Participate In Funding Improvements to Sacramento County Intersections.** **On-Site and Off-Site Elements** The project applicant shall pay its fair share of costs for the following mitigation projects as defined in Mitigation Measure 3.3-1. Because the SPSP will develop over time, implementation of the following mitigation projects will likely occur in phases and through various forms as outlined in Mitigation Measure 3.3-1. Individual intersection widenings and traffic control modifications will be largely constructed directly by the project applicant and other developers in the same area depending on when specific development projects advanced to the implementation phase. Major roadway and intersection widenings outside the plan area (in Sutter County) are expected to be constructed by the County using traffic impact fees paid by the project applicant and other developers in the same area possibly in combination with state and federal funding. Intersection A – 1. Install a traffic signal 2. Modify the intersection and construct one left-turn lane, one through lane, and a right-turn lane on all approaches.					

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Mitigation Monitoring Plan for the Sutter Pointe Specific Plan Project

Mit. No.	Mitigation Measure	Initiation of Mitigation	Monitoring Frequency	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
	Intersection B – 1. Implement Mitigation Measure 3.3-8C, and 2. Install a traffic signal. Intersection C – Construct separate left and right-turn lanes on the southbound approach. Intersection E – Construct a second westbound left-turn lane **On-Site Elements** Intersection D – Provide a right-turn overlap phase for the southbound right-turn, which will require prohibiting eastbound u-turn movements.					
3.3-17	**Participate In Funding Improvements to Caltrans Facilities.** **On-Site and Off-Site Elements** The project applicant shall pay its fair share of costs as defined in Mitigation Measure 3.3-1 for adding mainline capacity to SR 70/99 and I-5. **Implement Mitigation Measure 3.3-9.**					
3.3-18	**Participate In Funding Interim Commuter Bus Service.** **On-Site and Off-Site Elements** The project applicant shall pay for interim commuter bus service through an existing service provider like Yuba-Sutter Transit, which would require modification of their current Sacramento Commuter Express to serve the Sutter Pointe project until sufficient ridership is generated to meet minimum thresholds to support a project-administered commuter bus service through the TMA.					
3.3-19	**Modify Design Elements of the Riego Road and SR 70/SR 99 Interchange.** **On-Site and Off-Site Elements** The project applicant shall coordinate with Caltrans to implement lower speed entrances to the slip on-ramps at the Riego Road interchange. AND Implement reduced cross-sections at study intersections by minimizing the number of left- and right-turn lanes at intersections providing controlled right-turn movements.					

Table 1 Mitigation Monitoring Plan for the Sutter Pointe Specific Plan Project						
Mit. No.	Mitigation Measure	Initiation of Mitigation	Monitoring Frequency	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
3.3-20	**Participate in Funding Improvements to Provide Alternative Connections to Sacramento County and to SR 70/99.** **On-Site and Off-Site Elements** Implement Mitigation Measure 3.3-6A, which is the construction of a grade-separated locally-serving interchange (Type-L7 configuration or equivalent). To the extent feasible, the interchange shall be constructed to accommodate (at minimal extra cost) a future Type L-9 interchange configuration suitable for the Placer Parkway. In addition, the project applicant shall pay its fair share of costs as defined in Mitigation Measure 3.3-1 for providing a parallel facility to SR 70/SR 99. Sutter County shall coordinate with the Sacramento County to pursue the construction of a two-lane frontage road (just east of SR 99) connecting the SPSP to Elverta Road to provide a local alternative to SR 70/99 and the SR70/99/Riego Road interchange. The frontage road shall be located adjacent to SR 99 and connect to Road A to minimize potential conflicts with the HCP located south of the plan area. Right-of-way for the frontage road shall be new right-of-way, exclusive of the right-of-way for SR 70/99. **Implement Mitigation Measure 3.3-14C.1.**					
3.3-21	**Coordinate Jurisdictions and Agencies on Mitigation for the Proposed Project.** **On-Site Elements** The project applicant shall pay its fair share of costs as defined in Mitigation Measure 3.3-1 for designing roadway improvements to minimize impacts on existing and future roadways and intersections. Consistent with Mitigation Measure 3.3-1, Sutter County shall coordinate with the City of Roseville, Placer County, Sacramento County, and Caltrans to ensure that roadway improvements implemented in whole or in part as mitigation for the proposed project are designed to minimize impacts on existing and future roadways and intersections according to the LOS policies of affected jurisdiction					

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Mitigation Monitoring Plan for the Sutter Pointe Specific Plan Project

Mit. No.	Mitigation Measure	Initiation of Mitigation	Monitoring Frequency	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
Additional Detailed Analysis (Phase 1 and Phase A)						
3.3-24	**Construct Improvements to Sutter County Roadways.** The project applicant shall construct the following mitigation projects, which may be subject to fee credits and/or reimbursements, as defined in Mitigation Measure 3.3-1.2. Because the SPSP will develop over time, implementation of the following mitigation projects will likely occur in phases and through various forms as outlined in Mitigation Measure 3.3-1. Individual roadway widening will be largely constructed directly by the project applicant and other developers outside the project area depending on when specific development projects advanced to the implementation phase. Segment A – Widen Riego Road from two to four lanes between the Natomas Road and Pleasant Grove Road (S). a. Should the California PUC decline to approve the necessary permits for widening Riego Road at its railroad crossing 500 feet east of Natomas road as an at-grade crossing, then widen Riego Road starting 500 feet west of Pleasant Grove Road (N) and continue to 500 feet east of Pleasant Grove Road (S). Contribute fair share, as defined in Mitigation Measure 3.3-1, towards future (buildout) grade separation at railroad crossing.					
3.3-25	**Participate In Funding Improvements to Placer County Roadways.** The project applicant shall pay its fair share of costs for the following mitigation projects as defined in Mitigation Measure 3.3-1. Because the SPSP will develop over time, implementation of the following mitigation projects will likely occur in phases and through various forms as outlined in Mitigation Measure 3.3-1. Individual roadway widening will be largely constructed directly by the project applicant and other developers in the same area depending on when specific development projects advanced to the implementation phase. Segment A – Widen Baseline Road from two to four lanes between Pleasant Grove Road (S) and Locust Road. Segment B –1. Widen Baseline Road from two to four lanes between Locust Road and Brewer Road. OR					

Table 1
Mitigation Monitoring Plan for the Sutter Pointe Specific Plan Project

Mit. No.	Mitigation Measure	Initiation of Mitigation	Monitoring Frequency	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
	2. Construct a center two-way left-turn lane through the Baseline Road/Brewer Road intersection to allow two-stage turn movements for the southbound left-turn. The turn lane should be constructed for a minimum of 1,000 feet east and west of the intersection. Segment C – Widen Baseline Road from two to four lanes between Brewer Road and Watt Avenue. Segment D – Widen Baseline Road from two to four lanes between Watt Avenue and Fiddyment Drive The roadway projects recommended in Mitigation Measure 3.3-25B and 3.3-25C are needed to accommodate previously approved development in the Placer County and surrounding jurisdictions. The need for these roadway projects could be accelerated with implementation of the SPSP.					
3.3-26	**Participate In Funding Improvements to Sacramento County Roadways.** Implement Mitigation Measure 3.3-4, which is to widen Powerline Road from the Sacramento County line to Elverta Road to meet Sacramento County design standards including minimum width travel lanes and usable shoulders.					
3.3-27	**Participate in Funding Improvements to Caltrans Roadways.** The project applicant shall pay its fair share of costs as defined in Mitigation Measure 3.3-1 for the widening of I-5 between Del Paso Road and Arena Boulevard from six to eight lanes.					
3.3-28	**Construct Improvements to Sutter County Intersections.** The project applicant shall construct or make fair share contributions towards the construction of the following mitigation projects, some of which may be subject to fee credits and/or reimbursements, as defined in Mitigation Measure 3.3-1. Because the proposed project will develop over time, implementation of the following mitigation projects will likely occur in phases and through various forms as outlined in Mitigation Measure 3.3-1. Individual intersection widenings and traffic control modifications will be largely constructed directly by the project applicant and other developers outside the project area depending on when specific development projects advanced to the implementation phase.					

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Mitigation Monitoring Plan for the Sutter Pointe Specific Plan Project

Mit. No.	Mitigation Measure	Initiation of Mitigation	Monitoring Frequency	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
	Intersection A – 1. Implement Mitigation Measure 3.3-2A, which is the widening of Riego Road from Natomas Road (SPSP area boundary) to Pleasant Grove Road (S). Install a traffic signal, construct exclusive left- and right-turn lanes on the southbound approach and construct an exclusive left-turn lane on the eastbound approach. a. Should the California PUC decline to approve the necessary permits for widening Riego Road at its railroad crossing 500 feet east of Natomas road as an at-grade crossing, then widen Riego Road starting 500 feet west of Pleasant Grove Road (N) and continue to 500 feet east of Pleasant Grove Road (S). Contribute fair share, as defined in Mitigation Measure 3.3-1, towards future (buildout) grade separation at railroad crossing. b. Should Placer County decline to approve the necessary permits for widening Riego Road to 500 feet east of Pleasant Grove Road (S), than widen Riego Road and outlined in Mitigation Measure 3.3-2A and transitions to two lanes west of Pleasant Grove Road (S). Contribute fair share, as defined in Mitigation Measure 3.3-1.2, towards future grade separation at railroad crossing. Intersection B – 1. Implement Mitigation Measure 3.3-6C.1.					
3.3-29	**Participate in Funding Improvements to Placer County Intersections.** The project applicant shall pay its fair share of costs for the following mitigation projects as defined in Mitigation Measure 3.3-1. Because the SPSP will develop over time, implementation of the following mitigation projects will likely occur in phases and through various forms as outlined in Mitigation Measure 3.3-1. Individual intersection widenings and traffic control modifications will be largely constructed directly by the project applicant and other developers in the same area depending on					

Table 1
Mitigation Monitoring Plan for the Sutter Pointe Specific Plan Project

Mit. No.	Mitigation Measure	Initiation of Mitigation	Monitoring Frequency	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
	when specific development projects advanced to the implementation phase. Intersection A – 1. Implement Mitigation Measure 3.3-2A 2. Install a traffic signal 3. Construct an exclusive westbound left-turn lane and an exclusive northbound left- and right-turn lane. Intersection B – 1. Implement Mitigation Measure 3.3-2A 2. Install a traffic signal 3. Modify the intersection and construct the following intersection lanes. Northbound – a separate left, through, and right-turn lane. Southbound – a separate left-turn lane and a shared through/right-turn lane. Eastbound – a separate left-turn lane, two through lanes, and a separate right-turn lane. Westbound – a separate left-turn lane, two through lanes, and a separate right-turn lane. Intersection C – 1. Implement Mitigation Measure 3.3-2A 2. Install a traffic signal 3. Modify the intersection and construct the following intersection lanes. Southbound – a shared through/right-turn lane. Eastbound – an exclusive left-turn lane and two through lanes. Westbound – an exclusive right-turn lane and two through lanes. OR 4. Construct a center two-way left-turn lane through the Baseline Road/Brewer Road intersection to allow two-stage turn movements for the southbound left-turn. The turn lane should be					

Table 1
Mitigation Monitoring Plan for the Sutter Pointe Specific Plan Project

Mit. No.	Mitigation Measure	Initiation of Mitigation	Monitoring Frequency	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
	constructed for a minimum of 1,000 feet east and west of the intersection. Intersection D – 1. Provide a right-turn overlap phase for the southbound right-turn, which will require prohibiting eastbound u-turn movements.					
3.3-30	**Participate in Funding Improvements to Sacramento County Intersections.** The project applicant shall pay its fair share of costs for the following mitigation projects as defined in Mitigation Measure 3.3-1. Because the SPSP will develop over time, implementation of the following mitigation projects will likely occur in phases and through various forms as outlined in Mitigation Measure 3.3-1. Individual intersection widenings and traffic control modifications will be largely constructed directly by the project applicant and other developers in the same area depending on when specific development projects advanced to the implementation phase. Intersection A – 1. Construct a grade-separated interchange on SR 99 at Elverta Road. Caltrans has allocated approximately $19.1 million in bond money for this project, similar to SR 99 at Riego Road. Intersection B – 1. Modify the intersection traffic control to side-street stop control and limit access to E. Levee Road to right-in/right-out only. Elverta Road would be uncontrolled. 2. Construct a center curb median to prevent restricted turn movements. Intersection C – 1. Install traffic signals. Intersection D – 1. Install a traffic signal. 2. Modify the eastbound approach to provide one left-turn lane and one through lane.					

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Mitigation Monitoring Plan for the Sutter Pointe Specific Plan Project

Mit. No.	Mitigation Measure	Initiation of Mitigation	Monitoring Frequency	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
3.3-31	**Participate In Funding Improvements to Sutter County Roadways.** The project applicant shall pay its fair share of costs for the following mitigation projects as defined in Mitigation Measure 3.3-1. Because the SPSP will develop over time, implementation of the following mitigation projects will likely occur in phases and through various forms as outlined in Mitigation Measure 3.3-1. Individual roadway widening will be largely constructed directly by the project applicant and other developers in the same area depending on when specific development projects advanced to the implementation phase. Major roadway and intersection widenings outside the plan area are expected to be constructed by the County using traffic impact fees paid by the project applicant and other developers in the same area possibly in combination with state and federal funding. Segment A – Widen Riego Road from two to four lanes between the Natomas Road and Pleasant Grove Road (S). a. Should the California PUC decline to approve the necessary permits for widening Riego Road at its railroad crossing 500 feet east of Natomas road as an at-grade crossing, then widen Riego Road starting 500 feet west of Pleasant Grove Road (N) and continue to 500 feet east of Pleasant Grove Road (S). Contribute fair share, as defined in Mitigation Measure 3.3-1, towards future (buildout) grade separation at railroad crossing.					
3.3-32	**Participate In Funding Improvements to Placer County Roadways.** Segment A – 1. Implement Mitigation Measure 3.3-3A Segment B – 1. Implement Mitigation Measure 3.3-11A.1 – 3.3-11A.2 Segment C – 1. Implement Mitigation Measure 3.3-11A.1 – 3.3-11A.2. 2. Construct Watt Avenue between Baseline Road and PFE Road as a six-lane high-access control facility. The roadway projects recommended in Mitigation Measure 3.3-32A and 3.3-32C are needed to accommodate previously approved development in the Placer County and surrounding jurisdictions. The need for these roadway projects could be accelerated with implementation of the SPSP.					

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Mitigation Monitoring Plan for the Sutter Pointe Specific Plan Project

Mit. No.	Mitigation Measure	Initiation of Mitigation	Monitoring Frequency	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
3.3-33	**Participate In Funding Improvements to Sacramento County Roadways.** The project applicant shall pay its fair share of costs for the following mitigation projects as defined in Mitigation Measure 3.3-1. Segment A – 1. Widen Elverta Road from two to four lanes between SR 70/99 to East Levee Road. Segment B – 1. Widen Elverta Road from two to four lanes between East Levee Road and Sorento Road. Segment C – 1. Implement Mitigation Measure 3.3-11A.2.					
3.3-34	**Participate In Funding Improvements to Caltrans Roadways.** The project applicant shall pay its fair share of costs for the following mitigation projects as defined in Mitigation Measure 3.3-1. Segment A – Implement Mitigation Measure 3.3-13A. Segment B – Implement Mitigation Measure 3.3-5. Segment C – Implement Mitigation Measure 3.3-13C.					
3.3-35	**Participate In Funding Improvements to Sutter County Intersections.** The project applicant shall pay its fair share of costs for the following mitigation projects as defined in Mitigation Measure 3.3-1. Because the SPSP will develop over time, implementation of the following mitigation projects will likely occur in phases and through various forms as outlined in Mitigation Measure 3.3-1. Individual intersection widenings and traffic control modifications will be largely constructed directly by the project applicant and other developers in the same area depending on when specific development projects advanced to the implementation phase. Major roadway and intersection widenings outside the plan area (in Sutter County) are expected to be constructed by the County using traffic impact fees paid by the project applicant and other developers in the same area possibly in combination with state and federal funding. Intersection A – 1. Implement Mitigation Measure 3.3-6A. Intersection B – 1. Implement Mitigation Measure 3.3-6B Intersection C – 1. Implement Mitigation Measure 3.3-6C.1					

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Mit. No.	Mitigation Measure	Initiation of Mitigation	Monitoring Frequency	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
3.3-36	**Participate In Funding Improvements to Placer County Intersections.** The project applicant shall pay its fair share of costs for the following mitigation projects as defined in Mitigation Measure 3.3-1. Because the SPSP will develop over time, implementation of the following mitigation projects will likely occur in phases and through various forms as outlined in Mitigation Measure 3.3-1. Individual intersection widenings and traffic control modifications will be largely constructed directly by the project applicant and other developers in the same area depending on when specific development projects advanced to the implementation phase. Major roadway and intersection widenings outside the plan area (in Sutter County) are expected to be constructed by the County using traffic impact fees paid by the project applicant and other developers in the same area possibly in combination with state and federal funding. Intersection A – Implement Mitigation Measure 3.3-7A Intersection B – Implement Mitigation Measure 3.3-7B					
3.3-37	**Participate In Funding Improvements to Sacramento County Intersections.** The project applicant shall pay its fair share of costs for the following mitigation projects as defined in Mitigation Measure 3.3-1. Because the SPSP will develop over time, implementation of the following mitigation projects will likely occur in phases and through various forms as outlined in Mitigation Measure 3.3-1. Individual intersection widenings and traffic control modifications will be largely constructed directly by the project applicant and other developers in the same area depending on when specific development projects advanced to the implementation phase. Major roadway and intersection widenings outside the plan area (in Sutter County) are expected to be constructed by the County using traffic impact fees paid by the project applicant and other developers in the same area possibly in combination with state and federal funding. Intersection A – 1. Implement Mitigation Measure 3.3-8C, and 2. Install a traffic signal. Intersection B – Provide a right-turn overlap phase for the southbound right-turn, which will require prohibiting eastbound u-turn movements.					

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Mit. No.	Mitigation Measure	Initiation of Mitigation	Monitoring Frequency	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
3.3-38	**Participate In Funding Improvements to Caltrans Facilities.** The project applicant shall pay its fair share of costs as defined in Mitigation Measure 3.3-1 for adding mainline capacity to SR 70/99 and I-5. Implement Mitigation Measure 3.3-9.					
3.3-39	**Participate In Funding Interim Commuter Bus Service.** The project applicant shall negotiate for interim commuter bus service through an existing service provider like Yuba-Sutter Transit, which would require modification of their current Sacramento Commuter Express to serve the Sutter Pointe project until sufficient ridership is generated to meet minimum thresholds to support a project-administered commuter bus service through the TMA.					
3.3-40	**Modify Design Elements of the Riego Road and SR 70/SR 99 Interchange.** The project applicant shall coordinate with Caltrans to implement lower speed entrances to the slip on-ramps at the Riego Road interchange. AND Implement reduced cross-sections at study intersections by minimizing the number of left- and right-turn lanes at intersections providing controlled right-turn movements.					
3.3-41	**Coordinate Jurisdictions and Agencies on Mitigation for the Proposed Project.** The project applicant shall pay its fair share of costs as defined in Mitigation Measure 3.3-1 for designing roadway improvements to minimize impacts on existing and future roadways and intersections. Consistent with Mitigation Measure 3.3-1, Sutter County shall coordinate with the City of Roseville, Placer County, Sacramento County, and Caltrans to ensure that roadway improvements implemented in whole or in part as mitigation for the proposed project are designed to minimize impacts on existing and future roadways and intersections according to the LOS policies of affected jurisdictions.					

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Mit. No.	Mitigation Measure	Initiation of Mitigation	Monitoring Frequency	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
3.4 Air Quality						
Program Level						
3.4-1	**Develop and Implement Applicable Air District-Endorsed Project-Level Air Quality Mitigation Plan for All Phases of Construction.** The project applicant(s) of all project phases shall require their construction contractors, at the time construction is performed, to implement those construction mitigation measures that are required by the respective air district that has jurisdiction over the area in which construction activity would occur. For all construction activity on the project site, the project applicant(s) shall require construction contractors to implement both FRAQMD's Standard Mitigation Measures and Best Available Mitigation Measures for Construction Activity to reduce emissions to the maximum extent feasible for all construction activity performed in Sutter County. For all construction activity that would occur in another air district (i.e., outside of Sutter County), such as the installation of the sewer force main connection to SRCSD and other off-site improvements, the project applicant(s) shall require construction contractors to comply with the best management practices and construction emission reduction measures required by the respective local air district. No project-related construction activity shall occur until an emissions reduction plan developed by the contractor(s) is reviewed and approved in writing by Sutter County in consultation with the respective air district (i.e., FRAQMD, PCAPCD, or SMAQMD) , or, where air district approval is required by law, with the approval of the air district. The following list presents all of the FRAQMD-required measures. (Both PCAPCD and SMAQMD require similar measures.) 1. The applicant shall implement FRAQMD's Fugitive Dust Control Plan with the following mitigation measures: ► All grading operations on a project shall be suspended when winds exceed 20 miles per hour (mph) or when winds carry dust beyond the property line despite implementation of all feasible dust control measures. ► Construction sites shall be watered as directed by the FRAQMD and as necessary to prevent fugitive dust violations.	Before approval of final maps and building permits for all project phases or before approval of construction plans for utilities.	The project applicant(s) of all project phases.			

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Mitigation Monitoring Plan for the Sutter Pointe Specific Plan Project

Mit. No.	Mitigation Measure	Initiation of Mitigation	Monitoring Frequency	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
	► An operational water truck shall be on-site at all times. Water shall be applied to control dust as needed to prevent visible emissions violations and off-site dust impacts. ► On-site dirt piles or other stockpiled particulate matter shall be covered, wind breaks installed, and water and/or soil stabilizers employed to reduce wind-blown dust emissions. The use of approved nontoxic soil stabilizers shall be incorporated according to manufacturers' specifications to all inactive construction areas. ► All transfer processes involving a free fall of soil or other particulate matter shall be operated in such a manner as to minimize the free fall distance and fugitive dust emissions. ► Approved chemical soil stabilizers shall be applied according to the manufacturers' specifications to all inactive construction areas (previously graded areas that remain inactive for 96 hours), including unpaved roads and employee/equipment parking areas. ► To prevent track-out, wheel washers shall be installed where project vehicles and/or equipment exit onto paved streets from unpaved roads. Vehicles and/or equipment shall be washed before each trip. Alternatively, a gravel bed may be installed as appropriate at vehicle/equipment site exit points to effectively remove soil buildup on tires and tracks and prevent/diminish track-out. ► Paved streets shall be swept frequently (water sweeper with reclaimed water recommended; wet broom permitted) if soil material has been carried onto adjacent paved, public thoroughfares from the project site. ► Temporary traffic control shall be provided as needed during all phases of construction to improve traffic flow, as deemed appropriate by the appropriate department of public works and/or California Department of Transportation (Caltrans), and to reduce vehicle dust emissions. An effective measure is to enforce vehicle traffic speeds at or below 15 mph.					

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Mitigation Monitoring Plan for the Sutter Pointe Specific Plan Project

Mit. No.	Mitigation Measure	Initiation of Mitigation	Monitoring Frequency	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
	► Traffic speeds on all unpaved surfaces shall be reduced to 15 mph or less, and unnecessary vehicle traffic shall be reduced by restricting access. Appropriate training to truck and equipment drivers, on-site enforcement, and signage shall be provided. ► Ground cover shall be reestablished on the construction site as soon as possible and before final occupancy through seeding and watering. ► Open burning shall be prohibited at the project site. No open burning of vegetative waste (natural plant growth wastes) or other legal or illegal burn materials (e.g., trash, demolition debris) may be conducted at the project site. Vegetative wastes shall be chipped or delivered to waste-to-energy facilities (permitted biomass facilities), mulched, composted, or used for firewood. It is unlawful to haul waste materials off-site for disposal by open burning. 2. Construction equipment exhaust emissions shall not exceed FRAQMD Regulation III, Rule 3.0, Visible Emissions Limitations (40% opacity or Ringelmann 2.0). Operators of vehicles and equipment found to exceed opacity limits shall take action to repair the equipment within 72 hours or remove the equipment from service. Failure to comply may result in a notice of violation from FRAQMD. 3. The primary contractor shall be responsible for ensuring that all construction equipment is properly tuned and maintained before and for the duration of on-site operation. 4. Idling time shall be minimized to 5 minutes in accordance with ARB airborne air toxic control measure 13 (CCR Chapter 10 Section 2485) unless more time is required per engine manufacturers' specifications or for safety reasons. 5. Existing power sources (e.g., power poles) or clean-fuel generators shall be used rather than temporary power generators. 6. A traffic plan shall be developed to minimize traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and					

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Mitigation Monitoring Plan for the Sutter Pointe Specific Plan Project

Mit. No.	Mitigation Measure	Initiation of Mitigation	Monitoring Frequency	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
	satellite parking areas with a shuttle service. Operations that affect traffic shall be scheduled for off-peak hours. Obstruction of through-traffic lanes shall be minimized. A flag person shall be provided to guide traffic properly and ensure safety at construction sites. 7. Portable engines and portable engine-driven equipment units used on the project site, with the exception of on-road and off-road motor vehicles, may require ARB Portable Equipment Registration with the state or a local district permit. The owner/operator of the equipment shall be responsible for arranging appropriate consultations with ARB or the FRAQMD to determine registration and permitting requirements before the equipment is operated at the site. 8. The project proponent shall assemble a comprehensive inventory list (i.e., make, model, engine year, horsepower, emission rates) of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) that will be used an aggregate of 40 or more hours for the construction project and provide a plan for approval by FRAQMD demonstrating that the heavy-duty (equal to or greater than 50 horsepower) off-road equipment to be used for construction, including owned, leased, and subcontractor vehicles, will achieve a projectwide fleet-average 20% NO_X reduction and 45% particulate reduction compared to the most recent ARB fleet average at the time of construction. These equipment emission reductions can be demonstrated using the most recent version of the Construction Mitigation Calculator developed by the SMAQMD. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology (Carl Moyer Guidelines), after-treatment products, voluntary off-site mitigation projects, the provision of funds for air district off-site mitigation projects, and/or other options as they become available. In addition, implementation of these measures would also result in a 5% reduction in ROG emissions from heavy-duty diesel equipment. FRAQMD shall be contacted to discuss alternative measures.					

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Mitigation Monitoring Plan for the Sutter Pointe Specific Plan Project

Mit. No.	Mitigation Measure	Initiation of Mitigation	Monitoring Frequency	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
3.4-2	**Develop and Implement FRAQMD-Endorsed Project-Level Air Quality Mitigation Plans to Reduce Operational Emissions.** An individual air quality mitigation plan (AQMP) shall be developed for each development phase of the proposed project, as prescribed by the Sutter Pointe Master AQMP prepared in June 2008 (as stated in HDR 2008), which offers a programmatic review of emission reduction measures. Each individual AQMP shall prescribe a percent reduction target for emissions of ozone precursors and PM_{10} as determined by Sutter County in consultation with FRAQMD. Individual AQMPs shall outline specific measures that reduce emissions of ozone precursors and PM_{10} to less-than-significant levels where feasible. These measures may include but would not be limited to those recommendations suggested by FRAQMD at the time each AQMP is prepared, and could also include measures suggested by the Sutter Pointe Master AQMP (HDR 2008), and others (e.g., industry standards or otherwise referenced measures). These potential measures are listed below. Where implementation of on-site mitigation measures would not be sufficient to reach FRAQMD's prescribed reduction target, voluntary FRAQMD-approved off-site mitigation projects may also be employed. The list of measures included in each AQMP shall be agreed to by the project applicant and the County, in consultation with FRAQMD. *FRAQMD Standard Mitigation Measures Applicable to All Projects* ► Provide for the use of energy-efficient lighting and process systems, such as low-NO_X water heaters, furnaces, and boiler units. ► Prohibit wood burning devices in all residences. ► Design streets to maximize pedestrian access to transit stops. ► Include bus shelters at transit access points where deemed appropriate by Yuba-Sutter Transit Authority in large residential, commercial, and industrial projects. *FRAQMD Supplemental Mitigation Measures for Residential Projects* ► Contribute to traffic-flow improvements (e.g., right-of-way, capital improvements) that reduce traffic congestion. ► Equip residential structures with electric outlets in the front and rear	Before approval of final maps and building permits for all project phases.	The project applicant(s) of all project phases.			

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	of the structure to facilitate use of electrical lawn and garden equipment. ► Provide for, or contribute to, dedication of land for off-site Class I and Class II bicycle trails linking the project to designated bicycle commuting routes in accordance with the regional bikeway master plan. ► Contribute to the provision of synchronized traffic signals on roadways affected by the project and as deemed necessary by the Department of Public Works. ► Provide transit-enhancing infrastructure that includes bus turnouts/bulbs, passenger benches, street lighting, route signs and displays, and shelters as demand and service routes warrant, subject to review and approval by local transportation planning agencies. ► Provide pedestrian-enhancing infrastructure that includes sidewalks and pedestrian paths, direct pedestrian connections, street trees to shade sidewalks, pedestrian safety designs/infrastructure, street furniture and artwork, street lighting, pedestrian signalization and signage, and/or access between bus service and major transportation points within the project. As described in the master AQMP, any uses that may impede pedestrian or bicycle circulation, such as berms, gates, walls, or other structures, shall be discouraged, except in areas where the design of the community requires such structures, and if a residential area is separated from a retail/commercial area by a soundwall, openings and connections to such development must be provided to allow for bicycle and pedestrian travel. ► Include neighborhood park(s) or other recreational options, such as trails, within the development to minimize vehicle travel to off-site recreational and/or commercial uses. ► Install solar water heaters on at least 25% of the residential units. ► Incorporate mixed uses, where permitted by local development regulations, to achieve a balance of commercial, employment, and housing options on the project site. ► Include neighborhood telecommunications/telework centers. *FRAQMD Supplemental Mitigation Measures for Commercial Projects*					

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	► Contribute to traffic-flow improvements (e.g., right-of-way, capital improvements) that reduce traffic congestion and do not substantially increase roadway capacity. ► Provide preferential parking spaces for carpool and vanpool vehicles, implement parking fees for single-occupancy vehicle commuters, and implement parking cash-out program for employees. As described in the Master AQMP, 10% of all employee parking spaces at employment (office/industrial) areas shall be reserved for carpools and vanpools. These spaces shall be covered or shaded. Other design features may include a separate parking lot for carpool and vanpool vehicles that is closer to the employee building entrance than the parking lot for single-occupancy vehicles and/or connecting the preferential parking lot to the employee entrance of the building with shaded, landscaped walkways or with open-air, covered walkways. ► Use clean fuel vehicles in the vehicle fleet. ► Require all employment centers to include an adequate number of on-site shower/locker facilities for bicycling and pedestrian commuters (typically one shower and three lockers for every 25 employees of a shift). ► Construct/contribute to bicycle and pedestrian facility improvements, such as trails linking commuter routes as identified in the Yuba Sutter Bikeway Master Plan and secure, covered bicycle parking. The Master AQMP states that Sutter Pointe's commercial projects will provide 20% more Class I and Class II bicycle parking than Sutter County Zoning Code requires. ► Provide ancillary services within walking distance of the project (no further than 1,500 feet), such as cafeterias, health clubs, automatic tellers, and a post office, as appropriate and in compliance with local development regulations. ► Provide park-and-ride lots as deemed feasible and appropriate by Yuba and Sutter transportation planning agencies. ► Employment centers that exceed a designated size, as measured by					

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Mit. No.	Mitigation Measure	Initiation of Mitigation	Monitoring Frequency	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
	the number of employees, shall provide on-site child care and after-school facilities or contribute to off-site construction of such facilities within walking distance of employment land uses. For employment centers on or adjacent to industrial land uses, on-site child daycare centers shall be provided only if supported by the findings of a comprehensive HRA performed in consultation with the FRAQMD. ► Provide on-site pedestrian facility enhancements, such as walkways, benches, proper lighting, vending machines, and building access, that are physically separated from parking lot traffic. ► Feature alternative work schedules, where practical, that allow for work hours that are compressed into fewer than 5 days (e.g., 9/80, 4/40, or 3/36 schedules), or allow flextime schedules. ► Provide transit amenities (e.g., on-site/off-site bus turnouts, passenger benches, or shelters) where deemed appropriate by local transportation planning agencies. ► Contribute to the provision of synchronized traffic signals on roadways affected by the proposed project and as deemed necessary by the Department of Public Works. ► Install solar water heaters for at least 25% of the building floor area. ► Incorporate mixed uses, where permitted by local development regulations, to achieve a balance of commercial, employment, and housing options within the project site. ► Provide video conferencing facilities. ► Commit to support programs that include guaranteed ride home, subsidized transit passes, and rideshare matching. ► Use available emissions offset credits. ► Provide transportation (e.g., shuttles) to major transit stations and multimodal centers. *Additional Mitigation Measures* ► Require each employer employment center (more than 25 employees) to assign a transportation coordinator for the Sutter Pointe Transportation Management Association (TMA) as					

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Mit. No.	Mitigation Measure	Initiation of Mitigation	Monitoring Frequency	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
	prescribed by the Master AQMP. ► Require all employers to install a permanent display in employee common areas of alternate transit information, as determined by the requirements of the TMA. ► Require employers or employment centers (more than 25 employees) to implement a guaranteed ride home program. A described in the Master AQMP, this program is designed to provide a free ride home to any individual registered in the employee alternative commute or rideshare program in the event of a personal emergency or if the individual needs to work approved, unexpected overtime. Eligible employees include those who primarily commute via an alternative: by carpool, vanpool, transit, or bicycle or by walking. A guaranteed ride home program provides those who use an alternative commute option with the assurance that if they register in the program, they will have the peace of mind knowing that they always have a way to get home if an emergency arises. ► Require employers or employment centers (more than 25 employees) to implement an incentive program for riding transit, carpooling, vanpooling, biking, and walking instead of driving a single-occupancy vehicle to work. As described in the Master AQMP, incentives could include a cash subsidy, a gas card, prizes, or compensatory time off. Free public transit passes would also serve as an incentive. ► Design and locate buildings to facilitate transit access. ► Require employers or employment centers (more than 25 employees) to limit the number of employee parking spaces in their lots to discourage driving, as recommended by the Master AQMP. ► Require commercial and retail development on the project site to exceed Sutter County shading requirements by a minimum of 10%, as recommended by the Master AQMP. Implementing this measure results in a requirement of 50% shading in parking areas with five to 24 vehicle spaces and 60% shading in parking areas with 25 or more spaces. These shade requirements can be met with trees and/or					

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Mit. No.	Mitigation Measure	Initiation of Mitigation	Monitoring Frequency	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
	carports with solar panels. ► Install Energy Star (or equivalent) cool roofing systems on all buildings. As stated in the Master AQMP, the use of light-colored roof systems results in cooler building temperatures, which in turn leads to lower energy costs, reduced energy consumption, and reduced emissions associated with energy generation. ► Implement energy-efficient design features in all buildings. ► Establish midday shuttle service from worksite to food service establishments/commercial uses, and provide shuttle service to transit stations/multimodal centers. ► Provide bicycle storage at apartment complexes or condos without garages. ► Design shuttle and transit exits to adjoining streets to reduce time to reenter traffic from the project site. ► Increase wall and attic insulation to 20% beyond Title 24 requirements (residential and commercial). ► Orient buildings to take advantage of solar heating and natural cooling, and use passive solar designs (residential, commercial, and industrial). ► Provide energy-efficient windows (double pane and/or Low-E) and awnings or other shading mechanisms for windows, porches, patios, and walkways. ► Consider passive solar cooling and heating designs, ceiling and whole house fans, and programmable thermostats in the design of heating and cooling systems. ► Use day lighting systems, such as skylights, light shelves, and interior transom windows. ► Prohibit drive-throughs at restaurants, banks, and other commercial uses.					

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Mit. No.	Mitigation Measure	Initiation of Mitigation	Monitoring Frequency	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
3.4-4a	**Develop a Plan to Reduce Emissions by Construction Activity and Implement Measures to Control Exposure of Sensitive Receptors to Toxic Air Emissions.** The project applicant(s) of all project phases shall develop a plan to reduce the exposure of sensitive receptors to TACs from project construction. The plan shall be submitted to the County and FRAQMD for review and approval before the approval of any grading plans. The plan may include such measures as scheduling construction activities when the residences are the least likely to be occupied, requiring equipment to be shut off when not in use, and prohibiting heavy trucks from idling. Applicable measures shall be included in all project plans and specifications for all project phases.					
3.4-4b	**Perform a Site-Specific Health Risk Assessment for All Sensitive Receptors That Would Be Located within the Setback Distances Recommended by ARB.** The project applicant(s) of all project phases shall fund and implement the following measures: ► A site-specific HRA shall be conducted for all proposed sensitive receptors (e.g., residences, schools, overnight medical facilities) that would be located within the respective setback distances recommended in ARB's Air Quality and Land Use Handbook (ARB 2005) or any updated direction from ARB, as becomes available, that provides guidance on land use compatibility with sources of TACs. Each HRA shall be performed according to the standards set forth by the FRAQMD for the purpose of disclosure to the public and decision makers of Sutter County. ► If the incremental risk of cancer in the HRA exceeds 10 in 1,000,000, design mitigation shall be employed. The mitigation shall include tiered tree planting of fine-needle species, such as redwood, along the near side of the segments of SR 99/70 that are within 500 feet of proposed residential receptors and along the freeway 500 feet north and south of the initial planting to enhance the dispersion and filtration of mobile-source TACs associated with the adjacent freeway. These trees shall be planted at a density such that a solid visual buffer is achieved after the trees reach maturity, which breaks					

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	the line of sight between the freeway and the proposed homes. These trees shall be planted before occupation of any sensitive land uses located within 500 feet of SR 99/70. This measure encourages the planting of these trees in advance of the construction of these facilities to allow the trees to become established and progress toward maturity. It is consistent with the recommendation of the Master AQMP prepared for the proposed project (HDR 2008). ► To improve the indoor air quality, the following measures shall be implemented by the project applicant(s) of all project phases for the proposed project before the occupancy of the residences: • Equip all residences developed on the project site that are within 500 feet of SR 99/70 with High Efficiency Particle Arresting (HEPA) filter systems at all mechanical air intake points to the dwelling. • Use the heating, ventilation, and air conditioning (HVAC) systems to maintain all residential units under positive pressure at all times. • Locate air intake systems for HVAC as far away from roadway air pollution sources as possible. • Develop and implement an ongoing education and maintenance plan for filtration systems associated with HVAC.					
3.4-4c	**Develop and Implement Planning and Design Measures to Reduce the Potential for TAC Exposure from On-Site Mobile Sources.** The following mitigation measures shall be implemented to reduce the potential for TAC exposure and related health risk from on-site mobile sources, including diesel trucks: ► Proposed facilities that would require the long-term use of diesel equipment and heavy-duty trucks shall develop and implement a plan to reduce emissions that may include such measures as scheduling such activities when the residential uses are the least occupied, requiring such equipment to be shut off when not in use, and prohibiting heavy-duty trucks from idling. Measures may also include using alternatively fueled vehicles to handle on-site operations (e.g., electric forklifts, yard trucks). The plan shall be					

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Mit. No.	Mitigation Measure	Initiation of Mitigation	Monitoring Frequency	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
	submitted to and approved by the County before loading dock activities or other operations begin. For those facilities that include loading docks for trucks, copies of the plan shall be provided to all residential dwellings and schools located within 1,000 feet of loading dock areas. ► Proposed commercial/convenience land uses (e.g., loading docks) that have the potential to emit TACs shall be located as far away as feasibly possible from existing and proposed sensitive receptors.					
3.4-5	**Develop and Implement Planning and Design Measures to Reduce the Potential for Adverse Odor Exposure.** The project applicant(s) of all project phases shall implement the following measures: ► Proposed industrial/commercial/convenience land uses (e.g., fast-food restaurants, painting operations) that have the potential to emit objectionable odors shall be located as far away as feasibly possible from existing and proposed sensitive receptors and oriented where possible to place buildings or other obstructions between the odor source and downwind receptors. ► Truck delivery areas or other areas where trucks would regularly congregate shall be located as far away as feasibly possible from existing and proposed sensitive receptors. ► The odor-producing potential of land uses shall be considered when the exact type of facility that would occupy commercial/convenience areas is determined. ► If an odor-emitting facility is to occupy space in the industrial/commercial/convenience area, the odor-producing potential of the source and potential control devices shall be determined in coordination with the FRAQMD and shall be based on the number of complaints associated with existing sources of the same nature. Odor-control devices (e.g., wet chemical scrubbers, activated carbon scrubbers, biologically active filters, enclosures) shall be identified in the improvement plans before the approval of building permits by Sutter County. The odor-control devices shall be					

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	installed before the issuance of certificates of occupancy for the potentially odor-producing use.					
3.4-6	Implement Mitigation Measure 3.4-1.					
3.4-7	Implement Mitigation Measure 3.4-2.					
3.4-9	Implement Mitigation Measures 3.4-4a, 3.4-4b and 3.4-4c.					
3.4-10	Implement Mitigation Measure 3.4-5.					
3.5 Noise						
Program Level						
3.5-1	**Prepare an Acoustical Study for any Transient Lodging within the 60 dB CNEL contour of Sacramento International Airport.** The project applicant shall prepare an acoustical analysis of proposed construction plans and building materials for any transient lodging facilities located within the 60 dB CNEL noise contours for Sacramento International Airport. All plans must meet interior noise levels within habitable rooms so they do not exceed 45 dB CNEL or 65 dB SEL during individual aircraft events.					
3.5-3	**Prepare an Acoustical Study for any Sensitive Uses within the 60 dB L_{dn} Contour of the UPRR Operations.** The project applicant shall prepare an acoustical analysis of proposed site plans, construction plans, and building materials for any residential uses proposed within the 60 dB L_{dn} contours shown in Table 3.5-15. The applicant shall ensure that adequate noise insulation features are included in the project design to reduce exterior noise levels to 60 dB L_{dn} at primary outdoor activity areas and interior noise levels within habitable rooms to 45 dB L_{dn} and 80 dB SEL. The appropriate exterior noise mitigation would depend on the type of residential product proposed (i.e., what form would the outdoor activity areas take), proximity of the outdoor space to an at-grade crossing, and the ultimate elevation of the outdoor spaces relative to the railroad tracks. If a primary outdoor activity area is proposed approximately 150 feet from the railroad tracks, Table 3.5-15 indicates that the exterior noise exposure at that location would be approximately 70 dB or 75 dB L_{dn},					

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	depending on whether or not the site is affected by warning horn usage. As such, a 10 dB to 15 dB exterior noise level reduction would be required to achieve compliance with Sutter County's 60 dB L_{dn} exterior noise level standard (the County may permit exterior noise levels up to 65 dB L_{dn} in cases where 60 dB L_{dn} cannot be achieved through a practical application of the best available noise reduction technology). A 10 to 15 dB in railroad noise through the construction of noise barriers alone is very difficult to achieve, as the effective noise source height for railroad sources is placed 10 feet above the tracks for noise barrier calculations. As a result, outdoor activity areas should be set back from the railroad tracks the maximum extent practical, and shielded by intervening residential structures or solid noise barriers to accomplish the necessary attenuation. While it is feasible to mitigate exterior railroad noise exposure at the project site to a state of compliance with the County noise standards, more detailed recommendations for exterior noise mitigation measures cannot be provided until more detailed site and grading plans are available. Interior noise mitigation would also depend on proximity of the habitable room to the tracks and whether the residential structure is affected by warning horn noise. If residences are proposed as close as 150 feet from the railroad tracks near a grade crossing, approximately 30 dB of building facade noise reduction would be required to achieve satisfaction with the 45 dB L_{dn} interior noise level standard of Sutter County, and 24 dB of building façade attenuation would be required to reduce interior SEL values to 80 dB or less. The design to achieve this degree of attenuation shall be specified in the prepared acoustical analysis and likely would take the form of upgraded windows and more massive construction of building walls. Such measures are feasible in noise environments up to 75 dB L_{dn}, but more specific measures for mitigating interior noise levels cannot be developed until site and building plans are available.					
3.5-5a	**Construction activities taking place in Sutter County shall be restricted to 7:00 a.m. to 7:00 p.m. Monday through Friday, and 8:00 a.m. to 5:00 p.m. on Saturdays, Sundays, and Federal Holidays.** This measure is consistent with many jurisdictions code requirements pertaining to permissible construction. The intent of this measure is to					

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	prevent construction activities during the more sensitive nighttime period.					
3.5-5b	**Construction activities taking place in Placer and Sacramento Counties shall adhere to the applicable Counties ordinances and regulations regarding construction activity hours of operation.** Although Sutter County does not have a specific provision within its ordinances pertaining to construction, Placer County exempts construction activities from the provisions of its noise ordinance provided it occurs between 6 a.m. and 8 p.m. Monday through Friday, and between 8 a.m. and 8 p.m. on Saturday and Sunday provided all construction equipment is fitted with factory-installed muffler devices and maintained in good working order. It is recommended that construction activity occurring on the project site (within Sutter County) be limited to those hours as well.					
3.5-5c	**Measures to Minimize Potential for Sleep Disturbance and Speech Interference.** In addition to MM 3.5-5a and b, the following mitigation shall be incorporated into construction plans to ensure speech interference and sleep disturbance does not occur. ► All construction equipment and staging areas shall be located at the farthest distance possible from nearby noise-sensitive land uses. ► All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation. ► All motorized construction equipment shall be shut down when not in use to prevent idling. A disturbance coordinator shall be designated and the person's telephone number conspicuously posted around the project sites and supplied to nearby residences. The disturbance coordinator shall receive all public complaints and be responsible for determining the cause of the complaint and implementing any feasible measures to alleviate the problem.					

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Mit. No.	Mitigation Measure	Initiation of Mitigation	Monitoring Frequency	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
3.5-6a:	**Disclosure statements should be provided to all future residences located adjacent to active agricultural areas informing them of the likelihood of elevated noise levels during agricultural operations.** This measure will ensure that prospective residents of the developments located adjacent to residential areas are aware of the potential presence of periodic agricultural noises.					
3.5-6b:	**Ensure that residential construction provides minimum 30 dB noise reduction.** All residences constructed adjacent to active agricultural areas shall be of sufficient construction to reduce noise levels by 30 dB within bedrooms to minimize the potential for sleep disturbance and ensure compliance with County noise standards during early morning agricultural operations. Construction "sufficient" to provide 30 dB of exterior to interior noise level reduction would consist of stucco siding and windows with a minimum Sound Transmission Class (STC) rating of at least 30.					
3.5-7a	**Require acoustical analyses for new on-site commercial, industrial, recreation, school, utilities, and public facility uses constructed within Sutter County determined to have the potential to exceed applicable noise standards.** Sutter County shall make a determination upon review of applications for new noise producing land uses as to whether the proposed use would potentially impact existing or proposed noise-sensitive land uses in the vicinity of the proposed use. Where the County estimates that a project may generate significant levels of noise (i.e. above standards set by the Sutter County General Plan, see Table 3.5-2, 3), a noise analysis shall be required. The noise analysis shall include a detailed mitigation plan based on project level designs and may include, but is not limited to, the construction of noise barriers, modifications to site design, building façade upgrades, or any other means necessary to reduce noise levels that achieve compliance with the County noise standards. The mitigation from the noise analysis shall then be incorporated into the final construction plans before County approval and then built to the specifications designated by the noise analysis. Such mitigation is routinely included in the construction of new school and commercial					

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	developments and has been demonstrated to be feasible in mitigating noise impacts. Noise generated by new industry within the project site is typically considerably more variable and complicated, thereby triggering the requirement for a project-specific noise analysis.					
3.5-7b	**Require acoustical analyses for new off-site utilities and public facility uses constructed within Placer or Sacramento Counties determined to have the potential to exceed applicable noise standards.** For all off-site noise producing infrastructure, such as pumping and transfer stations, all noise generating equipment that is in excess of the applicable county noise standards for new non-transportation noise sources at the property boundary of the nearest sensitive receptor would be required to have an acoustical analysis completed by a acoustical professional and appropriate measures would be required to reduce noise levels to within the applicable standard, such as but not limited to, encasing the equipment within a building or constructing a barrier around the noise generating equipment. Encasing equipment and/or properly constructed noise barriers can typically attenuate noise from 5 dB to complete attenuation depending on design.					
3.5-8	**Require acoustical analyses for residential uses within 1,500 feet of existing industrial uses.** When applications are filed for residential uses within 1,500 feet of an existing industrial use, an acoustical analysis of specific site, grading and construction plans shall be required to ensure that sufficient noise reduction measures are included in the project design to achieve satisfaction with Sutter County noise standards.					
3.5-10	**Prepare Acoustical Analyses for Residential and Other Noise-Sensitive Development located within areas impacted by traffic noise.** When applications are filed for residential and other noise-sensitive uses within the 60 dB Ldn contours shown in Appendix D of Appendix G of this DEIR, or for other noise-sensitive land uses identified in Table 3.5-4, an acoustical analysis of specific site, grading and construction plans shall be required to ensure that sufficient noise reduction measures are					

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Mit. No.	Mitigation Measure	Initiation of Mitigation	Monitoring Frequency	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
	included in the project design to achieve satisfaction with Sutter County noise standards.					
Additional Detailed Analysis (Phase 1 and Phase A)						
3.5-13	**Apply Mitigation Measure 3.5-3 – Require Acoustical Analyses for residential uses constructed within the 60 dB L_{dn} contours.** The project applicant shall prepare an acoustical analysis of proposed site plans, construction plans, and building materials for any residential uses proposed within the 60 dB L_{dn} contours shown in Table 3.5-15. The applicant shall ensure that adequate noise insulation features are included in the project design to reduce exterior noise levels to 60 dB L_{dn} at primary outdoor activity areas and interior noise levels within habitable rooms to 45 dB L_{dn} and 80 dB SEL. The appropriate exterior noise mitigation would depend on the type of residential product proposed (i.e., what form would the outdoor activity areas take), proximity of the outdoor space to an at-grade crossing, and the ultimate elevation of the outdoor spaces relative to the railroad tracks. If a primary outdoor activity area is proposed approximately 150 feet from the railroad tracks, Table 3.5-15 indicates that the exterior noise exposure at that location would be approximately 70 or 75 dB L_{dn}, depending on whether or not the site is affected by warning horn usage. As such, a 10 dB to 15 dB exterior noise level reduction would be required to achieve satisfaction with the County's 60 dB L_{dn} exterior noise level standard (the County may permit exterior noise levels up to 65 dB L_{dn} in cases where 60 dB L_{dn} cannot be achieved through a practical application of the best available noise reduction technology). A 10 dB to 15 dB in railroad noise through the construction of noise barriers alone is very difficult to achieve, as the effective noise source height for railroad sources is placed 10 feet above the tracks for noise barrier calculations. As a result, outdoor activity areas should be set back from the railroad tracks the maximum extent practical, and shielded by intervening residential structures or solid noise barriers to accomplish the necessary attenuation. While it is feasible to mitigate exterior railroad noise exposure at the project site to a state of compliance with the County noise standards, more detailed recommendations for exterior noise mitigation measures cannot be provided until more detailed site					

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	and grading plans are available. Interior noise mitigation would also depend on proximity of the habitable room to the tracks and whether the residential structure is affected by warning horn noise. If residences are proposed as close as 150 feet from the railroad tracks near a grade crossing, approximately 30 dB of building facade noise reduction would be required to achieve satisfaction with the 45 dB L_{dn} interior noise level standard of Sutter County, and 24 dB of building façade attenuation would be required to reduce interior SEL values to 80 dB or less. The design to achieve this degree of attenuation shall be specified in the prepared acoustical analysis and likely would take the form of upgraded windows and more massive construction of building walls. Such measures are feasible in noise environments up to 75 dB L_{dn}, but more specific measures for mitigating interior noise levels cannot be developed until site and building plans are available.					
3.5-15a	**Implement Measure 3.5-5a - Construction activities shall be restricted to 7:00 a.m. to 7:00 p.m. Monday through Friday, and 8:00 a.m. to 5:00 p.m. on Saturdays, Sundays, and Federal Holidays.** This measure is consistent with many jurisdictions code requirements pertaining to permissible construction. The intent of this measure is to prevent construction activities during the more sensitive nighttime period					
3.5-15b	**Implement Measure 3.5-5c - Measures to Minimize Potential for Sleep Disturbance and Speech Interference.** In addition to MM 3.5-5a, the following mitigation shall be incorporated into construction plans to ensure speech interference and sleep disturbance does not occur. ► All construction equipment and staging areas shall be located at the farthest distance possible from nearby noise-sensitive land uses. ► All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation. ► All motorized construction equipment shall be shut down when not in use to prevent idling.					

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Mit. No.	Mitigation Measure	Initiation of Mitigation	Monitoring Frequency	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
	A disturbance coordinator shall be designated and the person's telephone number conspicuously posted around the project sites and supplied to nearby residences. The disturbance coordinator shall receive all public complaints and be responsible for determining the cause of the complaint and implementing any feasible measures to alleviate the problem.					
3.5-16	**Implement Measure 3.5-6a: Disclosure statements should be provided to all future residences located adjacent to active agricultural areas informing them of the likelihood of elevated noise levels during agricultural operations.** This measure will ensure that prospective residents of the developments located adjacent to residential areas are aware of the potential presence of periodic agricultural noises.					
3.5-16b	**Implement Measure 3.5-6b - Ensure that residential construction provides minimum 30 dB noise reduction** All residences constructed adjacent to active agricultural areas shall be of sufficient construction to reduce noise levels by 30 dB within bedrooms to minimize the potential for sleep disturbance and ensure compliance with County noise standards during early morning agricultural operations. Construction "sufficient" to provide 30 dB of exterior to interior noise level reduction would consist of stucco siding and windows with a minimum Sound Transmission Class (STC) rating of at least 30.					
3.5-17a	**Implement Measure 3.5-7a: Require acoustical analyses for new on-site commercial, industrial, recreation, school, utilities, and public facility uses constructed within Sutter County determined to have the potential to exceed applicable noise standards.** Sutter County shall make a determination upon review of applications for new noise producing land uses as to whether the proposed use would potentially impact existing or proposed noise-sensitive land uses in the vicinity of the proposed use. Where the County estimates that a project may generate significant levels of noise (i.e. above standards set by the Sutter County General Plan, see Table 3.5-2, 3), a noise analysis shall be required. The noise analysis shall include a detailed mitigation plan based on project level designs and may include, but is not limited to, the construction of noise barriers, modifications to site design, building					

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	façade upgrades, or any other means necessary to reduce noise levels that achieve compliance with the County noise standards. The mitigation from the noise analysis shall then be incorporated into the final construction plans before County approval and then built to the specifications designated by the noise analysis. Such mitigation is routinely included in the construction of new school and commercial developments and has been demonstrated to be feasible in mitigating noise impacts. Noise generated by new industry within the project site is typically considerably more variable and complicated, thereby triggering the requirement for a project-specific noise analysis.					
3.5-17b	**Implement Measure 3.5-7b - Require acoustical analyses for new off-site utilities and public facility uses constructed within Placer or Sacramento Counties determined to have the potential to exceed applicable noise standards.** For all off-site noise producing infrastructure, such as pumping and transfer stations, all noise generating equipment that is in excess of the applicable county noise standards for new non-transportation noise sources at the property boundary of the nearest sensitive receptor would be required to have an acoustical analysis completed by a acoustical professional and appropriate measures would be required to reduce noise levels to within the applicable standard, such as but not limited to, encasing the equipment within a building or constructing a barrier around the noise generating equipment. Encasing equipment and/or properly constructed noise barriers can typically attenuate noise from 5 dB to complete attenuation depending on design.					
3.5-18	**Implement Measure 3.5-8 - Require acoustical analyses for residential uses within 1,500 feet of existing industrial uses.** When applications are filed for residential uses within 1,500 feet of an existing industrial use, an acoustical analysis of specific site, grading and construction plans shall be required to ensure that sufficient noise reduction measures are included in the project design to achieve satisfaction with Sutter County noise standards.					

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3.6 Geology, Soils, and Paleontological Resources						
Program Level						
3.6-1	**Prepare and Implement a Grading and Erosion Control Plan.** A grading and erosion control plan shall be prepared by a California Registered Civil Engineer retained by the project applicant(s) for all project phases. The grading and erosion control plan shall be submitted to the applicable County Public Works Department(s) before issuance of grading permits for all new development on the project site and all supporting elements. The plan shall be consistent with the state's NPDES permit requirements and shall include the site-specific grading associated with development for all project phases. The plan shall include the location, implementation schedule, and maintenance schedule of all erosion and sediment control measures, a description of measures designed to control dust and stabilize the construction site road and entrance, and a description of the location and methods of storage and disposal of construction materials. Erosion and sediment control measures could include the use of detention basins, berms, swales, wattles, and silt fencing; and covering or watering of stockpiled soils to reduce wind erosion. Stabilization of construction entrances to minimize trackout (control dust) is commonly achieved by installing filter fabric and crushed rock to a depth of approximately 1 foot. The project applicant(s) of all project phases shall ensure that the construction contractor is responsible for securing a source of transportation and deposition of excavated materials. Implementation of Mitigation Measure 3.7-1 (discussed in Section 3.7, "Hydrology and Water Quality") also would help to reduce erosion-related impacts.					
3.6-2a	**Prepare a Final Geotechnical Report, and Implement All Applicable Recommendations.** Before construction begins for all project phases and all off-site elements, a final geotechnical subsurface investigation report shall be prepared by the project applicant(s) for the proposed development and shall be submitted to the applicable County Public Works Department(s). The final geotechnical engineering report shall be prepared according to the standards adopted in the 2007 or subsequently adopted CBC, and					

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	shall address and make recommendations on the following that shall be implemented by the project applicant(s) for all project phases: ► seismic design; ► site preparation; ► appropriate sources and types of fill; ► potential need for soil amendments; ► road, pavement, and parking areas; ► structural foundations, including retaining wall design; ► grading practices; ► erosion/winterization; ► shallow surface water table; ► expansive soils/lateral spreading/subsidence; ► unstable soils; and ► liquefaction. In addition to the recommendations for the conditions listed above, the geotechnical investigation shall include subsurface testing of soil and groundwater conditions for both on-site and off-site project elements and shall determine appropriate foundation designs that are consistent with the 2007 or subsequently adopted CBC. All recommendations contained in the final geotechnical engineering report shall be implemented by the project applicant(s) of all project phases. Special recommendations contained in the geotechnical engineering report shall be noted on the grading plans and implemented as appropriate before on- and off-site construction begins. Design and construction of all new development in all phases of the project shall be in accordance with the 2007 or subsequently adopted CBC. It is the responsibility of the project applicant(s) to provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the geotechnical report.					
3.6-2b	**Monitor On- and Off-Site Earthwork.** All earthwork shall be monitored by a licensed geotechnical or soils engineer retained by the project applicant(s) for all project phases and all off-site elements. The geotechnical or soils engineer shall provide					

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	oversight during all excavation, placement of fill, and disposal of materials removed from and deposited on the subject site and other sites.					
3.6-3	Implement Mitigation Measures 3.6-2a and 3.6-2b.					
3.6-5	Implement Mitigation Measures 3.6-2a and 3.6-2b.					
3.6-6	**Conduct Construction Worker Personnel Training, Stop Work if Paleontological Resources Are Encountered, and Implement Paleontological Resources Recovery Plan.** To minimize potential adverse impacts on unique, scientifically important paleontological resources, the project applicant(s) of all project phases and off-site elements shall do the following: ► Before the start of grading or excavation activities within the Modesto, Riverbank, or Turlock Lake Formations as shown in Exhibit 3.6-1, the project applicant(s) shall retain a qualified paleontologist or archaeologist to train all construction personnel (including the site superintendent) involved with earthmoving activities, regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered. ► If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the applicable County Public Works Department. The project applicant(s) shall retain a qualified paleontologist to evaluate the resource and prepare a proposed recovery plan in accordance with Society of Vertebrate Paleontology guidelines (1996). The recovery plan may include a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations determined by the county to be necessary and feasible shall be implemented before construction or demolition activities can resume at the site where the paleontological resources were discovered.					

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Additional Detailed Analysis (Phase 1 and Phase A)						
3.6-7	Implementation of Mitigation Measures 3.6-1 and 3.7-1.					
3.6-8	Implementation of Mitigation Measures 3.6-2a and 3.6-2b.					
3.6-9	Implementation of Mitigation Measures 3.6-2a and 3.6-2b.					
3.6-11	Implementation of Mitigation Measures 3.6-2a and 3.6-2b					
3.6-12	Implementation of Mitigation Measure 3.6-6.					
3.7 Hydrology and Water Quality						
Program Level						
3.7-1	**Acquire Appropriate Regulatory Permits and Implement SWPPP and BMPs.** **On-Site and Off-Site Elements** Prior to the approval of grading permits and improvement plans, the project applicant(s) of all project phases shall prepare a SWPPP consistent with the existing statewide NPDES stormwater permit for general construction activity. The project applicant(s) shall also prepare and submit the appropriate NOIs and any other necessary engineering plans and specifications for pollution prevention and control to the County and the RWQCB. The SWPPP and other appropriate plans shall identify and specify: ► the use of erosion and sediment-control BMPs, including construction techniques, that shall reduce the potential for runoff as well as other measures to be implemented during construction. These may include but would not be limited to sedimentation ponds, inlet protection, perforated riser pipes, check dams, and silt fences; ► the implementation of approved local plans, nonstormwater-management controls, permanent postconstruction BMPs, and inspection and maintenance responsibilities; ► the pollutants that are likely to be used during construction that could be present in stormwater drainage and nonstormwater discharges, including fuels, lubricants, and other types of materials used for equipment operation;					

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	► spill prevention and contingency measures, including measures to prevent or clean up spills of hazardous waste and of hazardous materials used for equipment operation, and emergency procedures for responding to spills; ► personnel training requirements and procedures that shall be used to ensure that workers are aware of permit requirements and proper installation methods for BMPs specified in the SWPPP; and ► the appropriate personnel responsible for supervisory duties related to implementation of the SWPPP. Where applicable, BMPs identified in the SWPPP shall be in place throughout all site work and construction/demolition activities and shall be used in all subsequent site development activities. BMPs may include such measures as the following: ► Implementing temporary erosion-control measures in disturbed areas to minimize discharge of sediment into nearby drainage conveyances. These measures may include silt fences, staked straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation. ► Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration. ► Using drainage swales, ditches, and earth dikes to control erosion and runoff by conveying surface runoff down sloping land, intercepting and diverting runoff to a watercourse or channel, preventing sheet flow over sloped surfaces, preventing runoff accumulation at the base of a grade, and avoiding flood damage along roadways and facility infrastructure. All construction contractors shall retain a copy of the approved SWPPP on the construction site.					
3.7-2a	**Prepare and Submit Final Drainage Plans to the County and Implement Requirements Contained in Those Plans.** **On-Site and Off-Site Elements** a. For each increment of new development on the project site requiring a discretionary approval, the County shall confirm that the area to be					

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	developed either already has or shall have prior to issuance of building permits the minimum level of flood protection required at the time of the development approval by state or federal law, whichever is more stringent. The requirement for such a showing shall be made a condition of any small lot tentative map approval (i.e., prior to final approval) associated with the new development and satisfaction of the condition shall be verified by the County prior to recordation any final map associated with the new development. Where no small lot tentative map and final map is required for a non-residential discretionary development approval, the requirement for such confirmation, to be demonstrated no later than the time of occupancy, shall be made a condition of approval of project-level discretionary approvals analogous to issuance of small-lot tentative maps. After the County general plan amendments and zoning changes made in response to the Central Valley Flood Protection Plan as mandated by Government Code Sections 65302.9 and 65860.1 have become effective (expected in 2015), the County shall not approve a development agreement, tentative map, parcel map, or any other discretionary permit or other discretionary entitlement, or any ministerial permit that would result in the construction of a new residence, for a project located within a flood hazard zone unless the County finds, based on substantial evidence, one of the following: ► flood management facilities shall provide the area to be developed with a level of protection necessary to withstand a 200-year flood event; ► the County has imposed conditions on the development agreement or other entitlement that shall provide the area to be developed with a level of protection necessary to withstand 200-year flood event; or ► local flood management agencies have made adequate progress towards construction of a flood protection system intended to provide the area to be developed with a level of protection necessary to withstand a 200-year flood event to justify the					

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	expectation that the area to be developed shall have that level of protection by 2025. b. Before the approval of grading plans and building permits, the project applicant(s) of all project phases shall submit final drainage plans to the County demonstrating that off-site upstream runoff would be appropriately conveyed through the project site, and that project-related on-site runoff would be appropriately contained in detention basins to reduce flooding impacts, such that the flood control requirements in (a) are met. At the time of the Sankey Gap storage detailed design, capacity shall be based on 100-year flood protection unless the requirements of SB 5 dictate 200-year protection. If it is determined that more capacity is needed than the 3,740 acre-feet of storage calculations based on Wood Rodgers (2008), then a combination of the above three drainage alternatives shall be implemented, giving up to three times the 3,740 acre-feet amount and appropriately conveying the 5,800 acre-feet volume as estimated by Sutter County (2008). c. The 408 acres on the project site designated "E1 Interim Flood Zone" shall remain available for on-site detention, and thus shall not be developed with uses inconsistent with detention, until such time as the entire project site has a level of protection necessary to withstand a 200-year flood event.					
3.7-2b	**Perform a Detailed Geotechnical Analysis of Proposed Levees or Raised Ground Areas.** **On-Site and Off-Site Elements** A detailed geotechnical analysis of the proposed on-site levees or raised ground areas required for prevention of flooding from the adjacent off-site floodplain shall be performed. This analysis shall also be required for the berm systems in the event that the off-site flood storage elements are utilized. This detailed geotechnical analysis shall be completed to evaluate the potential for underseepage, and shall include the following: ▸ Thickness and permeability characterizations of the top stratum, both waterside and landside of the berms, shall be taken by borings or other appropriate methods, to a depth sufficient to provide data for stability analyses and underseepage conditions of the berms.					

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	► If the potential for seepage exists, detailed materials and construction performance standards sufficient to comply with FEMA flood protection standards (44 Code of Federal Regulations Section 65.10) shall be utilized to ensure that underseepage does not occur. ► Before the start of construction activities, the project applicant(s) shall retain a licensed hazardous materials specialist to collect and evaluate representative soil samples from potential borrow sites for contaminant residues (e.g., trace metals, pesticides, PCBs) that may be encountered in excavation and grading activities. This evaluation shall address any requirements pursuant to the Central Valley RWQCB permitting and approval process for the proposed project (e.g., waste discharge permitting and/or Section 401 certification). If contaminant residues are encountered at hazardous levels, a site remediation plan shall be prepared pursuant to Section 25401.05(a)(1) that identifies any necessary remediation activities identified by the hazardous materials specialist, including excavation and removal of on-site contaminated soils and redistribution of clean fill material on the project site. The plan shall include measures that provide for the safe transport, use, and disposal of contaminated soil and debris removed from the site (e.g., compliance with Caltrans transport regulations, and disposal at facilities permitted by EPA and/or the California Department of Toxic Substances Control (DTSC) to accept hazardous wastes). If the evaluation of soil samples detects the presence of contaminants that are not present at hazardous levels, the results of the evaluation shall be reported to the RWQCB for classification in its designated waste classification program. The RWQCB will determine the acceptability of the material for levee construction based on the potential of the borrow material to impair water quality.					
3.7-2c	**Negotiate an Agreement with RD 1000.** **On-Site Elements** The project applicant(s) of all project phases shall comply with the Drainage Improvement Agreement between RD 1000 and Sutter County. The agreement specifies the standards for design and construction of the improvements within the RD 1000 system that are required to accommodate the runoff from the channel improvements that would be					

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	required to convey storm water runoff through the Natomas Basin in order to maintain flood control requirements for the 100-year flood stage.					
3.7-3	Implement Mitigation Measure 3.7-2a.					
3.7-4a	**Implement Mitigation Measure 3.7-2a.** **Incorporate Flood Control Measures to Provide Protection from 200-Year Sankey Gap Flood Flows.** **On-Site and Off-Site Elements** In the event that, as of 2015, the County concludes that it is not reasonably foreseeable that SAFCA will provide 200-year protection with respect to the Sankey Gap 200-year overflow by 2025, the County, in granting discretionary development approvals, shall require the applicant to develop and implement a program to engineer the project site to be protected by the 200-year storm event as required by SB 5 by no later than 2025. That program could include, but is not limited to, the following components: ► Enlarge/deepen the proposed on-site detention basins to accommodate flows between the 100-year and 200-year events. ► Develop off-site detention basins located east of the Sankey Gap (as noted in Alternative 2 described above and in detail in the SPSP Drainage Master Plan [Wood Rodgers 2008]). ► Develop off-site detention basins located west of the project site (as noted in Alternative 3 described above and in detail in the SPSP Drainage Master Plan [Wood Rodgers 2008]). ► Allow greater overland flows during the 100- to 200-year events onto adjoining agricultural fields located west and northwest of the site (as noted in Exhibit 3.7-13). ► Raise building pad elevations to higher elevations to protect against higher run-off events. ► Allow more residual flooding in non-structural areas during high-flood events (e.g., parking lots, parks, and streets).					

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	► Improve flood flow conveyance capacity west of the site under State Highway 99/70 by improving/increasing culvert capacity under the highway. ► Increase flood storage in the RD 1000 North Drainage Canal and other applicable drainage canals that could potentially accommodate increases in flood storage volumes. As part of this program, the applicants shall conduct hydrologic engineering studies to support the above options that would include the following components: ► One-dimensional and two-dimensional unsteady state modeling (i.e., the ability to account for flows and flood stages that change quickly over time) shall be developed as needed to calculate flow paths and flood depths to the accuracy required by local, state, and federal requirements for protection of property. ► On-site (Alternative One) storage volume expansion and conveyance capacity shall be considered and evaluated via this modeling in order to ensure that basin freeboard and street culvert capacity have the hydraulic capacity to offset estimated 200-year flood increases through or around the project site. Modeling efforts for major off-site flood storage infrastructure (Alternatives Two and Three) shall identify the most efficient ways available to direct and detain flooding. This modeling shall include evaluations of potential groundwater basin effects, and rainfall/river elevation (hydrologic) coincidence between the Natomas Cross Canal and Sacramento River watersheds as they affect the magnitude of spilling and storage into the project site during 200-year storm conditions.					
3.7-5	**Develop and Implement a BMP and Water Quality Maintenance and Monitoring Plan.** Before approval of the final small-lot subdivision map for all project phases, detailed hydrology plans, and a water quality study, shall be prepared by a qualified engineer retained by the project applicant(s). Drafts of these plans shall be submitted to the County for review and approval concurrently with development of tentative subdivision maps for all project phases. These plans shall finalize the water quality					

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	improvements and further detail the structural and nonstructural BMPs proposed for the project. The plans shall include the following: ► a quantitative analysis of proposed conditions incorporating the proposed drainage design features. ► pre-development and post-development calculations demonstrating that the proposed water quality BMPs meet or exceed requirements established by the Central Valley RWQCB and including details regarding the size, geometry, and functional timing of storage and release. ► source control programs to control water quality pollutants on the project site, which may include but are limited to recycling, street sweeping, storm drain cleaning, household hazardous waste collection, waste minimization, prevention of spills and illegal dumping, and effective management of public trash collection areas. ► a lake management plan for the proposed basins that shall include management and maintenance requirements for the design features and BMPs, and responsible parties for maintenance and funding.					
3.7-7a	**Implement Mitigation Measure 3.12-2.** **Implement a Surface Water and Groundwater Treatment Program.** **On-Site Elements** The project applicant(s) of all project phases shall implement a surface water and groundwater treatment program that contains the following elements: 1. Groundwater and surface water shall be treated to meet the regulations of both DPH, and EPA, including the Title 22 drinking water quality standards that are in place at the time the treatment plants are constructed. 2. The treatment process shall provide removal of iron, manganese, and arsenic to levels that meet the water quality standards listed in Table 3.7-1. For arsenic and magnesium the lower, more conservative EPA MCL standards shall be met. 3. Solids from the treatment process shall be disposed of either:					

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	► By discharge to the public sewer system (if deemed appropriate by SRCSD); ► By storage of the decanted sludge in the bottom of the on-site storage tank for periodic pumping and trucking to a Class III landfill as a low water content sludge (3% - 4% water content), or ► By periodically transferring the low water content sludge to sludge drying beds and then harvesting the dried sludge and trucking it to an appropriately permitted landfill. 4. The treatment facilities shall comply with Sutter County Department of Public Works Design Standards for Domestic Water Supply Systems (Section 6). 5. The applicant(s) shall obtain all necessary regulatory agency approval and operational permits, including DPH Domestic Drinking Water Permit, sludge waste classification pursuant to federal Resource Conservation and Recovery Act regulations (Code of Federal Regulations Title 40), California Health and Safety Code (Division 20, Chapter 6.5, Hazardous Waste Control Law) regulations, and California Code of Regulations Title 22, Division 4.5 regulations, and shall abide by the permit conditions.					
3.7-7b	**Maintain Sufficient Distance between On-Site Production Wells and the Holt Facility.** **On-Site Elements** M&I wells installed to meet water demands for the proposed project shall maintain a distance from the Holt site sufficient to ensure that the water quality objectives described in 3.7.1, "Regulatory Background," and Table 3.7-1 are met. This distance shall be determined as follows: ► The vertical extent of the contamination shall be determined by installation of new monitoring wells at areas of suspect contamination, to depths determined by a professional hydrologist to be sufficient to determine the vertical extent. This information, in addition to the horizontal extent of contamination determined by existing Luhdorff & Scalmanini Consulting Engineers (2008)					

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	groundwater assessment monitoring wells, shall be used to define the extent contaminant plume. No project-related wells shall be installed within or downgradient of the contaminated groundwater plume emanating from the Holt facility. Proposed M&I well locations shall be approved by the Sutter County Environmental Health Division and/or Central Valley RWQCB. All well installation activities shall be conducted under the supervision of a registered geologist or civil engineer licensed by the State of California.					
3.8 Public Services						
Program Level						
3.8-1	**Prepare and Implement Construction Traffic Control Plans.** The project applicant(s) and/or project contractor(s) of all project phases shall prepare and implement construction traffic control plans for construction activities that may affect road rights-of-way. The traffic control plans must follow any applicable standards of the agency responsible for the affected roadway and must be signed by a professional engineer. Measures typically identified in traffic control plans include advertising planned lane closures, posting warning signage, using a flagperson to direct traffic flows when needed, and implementing methods to ensure continued access by emergency vehicles. During project construction, access to existing land uses shall be maintained at all times, with detours used as necessary during road closures. The traffic control plans shall be submitted to the applicable county public works department or Caltrans (for SR 99/70), depending on jurisdiction, for review and approval before the approval of all project plans or permits for all project phases, including off-site elements, where implementation may cause impacts on existing traffic flow.					
3.8-2	**Prepare and Implement a Wildfire Management Plan.** The project applicant(s) and/or project contractor(s) of all project phases shall prepare and implement a wildfire management plan. The plan would be aimed at providing fire protection for those developing properties that are adjacent to lands that are not developed. Measures typically identified in wildfire management plans include construction					

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	requirements for buildings adjacent to open space or undeveloped land and standards for vegetative establishment and maintenance.					
3.8-3	**Incorporate Fire Flow Requirements into Project Design.** The project applicant(s) of all project phases shall incorporate into their project designs fire flow requirements based on the California Fire Code and other applicable requirements based on Sutter County fire prevention standards. A letter from Sutter County shall be obtained verifying that adequate water is available for fire flow for the project site.					
3.8-4	**Incorporate Recommendations of Applicable Law Enforcement Agencies into Project Design.** The project applicant(s) of all project phases shall consult with the Sheriff's Department and other law enforcement agencies with jurisdiction over the site and incorporate into the project design the recommendations of these agencies. Consultation shall occur as part of each subdivision map review, and each subdivision shall be modified to include the requirements from the consultation.					
3.9 Water Supply						
Program Level						
3.9-1	**Submit Proof of Surface Water Supply Availability.** **On-Site Elements** a. Prior to approval of any small-lot tentative subdivision map subject to Government Code Section 66473.7 (SB 221), the County shall comply with that statute. Prior to approval of any small-lot tentative subdivision map for a proposed residential project not subject to that statute, the County need not comply with Section 66473.7, or formally consult with any public water system that would provide water to the affected area; nevertheless, the County shall make a factual showing or impose conditions similar to those required by Section 66473.7 to ensure an adequate water supply for development authorized by the map. b. In approving a small-lot tentative subdivision map pursuant to paragraph (a), the County shall impose conditions accomplishing the following: (i) requiring, prior to final map recordation, either the conveyance to the County, or to any other public entity responsible					

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	for providing wholesale or retail surface water to the affected property (e.g., a County Service Area), all shares the affected landowner(s) may hold in the Natomas Central Mutual Water Company that are appurtenant to the land subject to the tentative subdivision map or, in lieu thereof, a contract with Natomas Central Mutual Water Company providing a water supply equivalent to that available through such shares; and (ii) disallowing non-agricultural development in the area subject to the map absent such conveyance or agreement or, alternatively, absent the conveyance or agreement, proof of a right to use an alternate surface water source that is of sufficient quantity to serve the area and is as reliable as the surface water the Natomas Central Mutual Water Company uses pursuant to its water rights and consistent with its settlement agreement with the United States Bureau of Reclamation. c. Prior to recordation of each final subdivision map, or prior to County approval of any similar project-specific discretionary approval or entitlement required for nonresidential uses, the project applicant(s) of that project phase or activity shall demonstrate the availability of a reliable and sufficient water supply from a public water system for the amount of development that would be authorized by the final subdivision map or project-specific discretionary nonresidential approval or entitlement. Such a demonstration shall consist of information showing that both existing sources are available or needed supplies and improvements will be in place prior to occupancy. Where a landowner seeking a project-specific non-residential discretionary approval or entitlement has shares in the Natomas Mutual Water Company but has not conveyed them or provided an agreement achieving the practical equivalent of such conveyance, or has not been required to convey them, pursuant to paragraph (b), the County shall condition the non-residential approval or entitlement so as to disallow non-agricultural development in the area subject to the map absent such conveyance or agreement or, alternatively, absent the conveyance to the County, or to any other public entity responsible for providing wholesale or retail surface water to the affected property, of the right to use an alternate surface water source that is of sufficient quantity to serve					

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	the area and is as reliable as the surface water the Natomas Mutual Water Company uses pursuant to its water rights and consistent with its settlement agreement with the United States Bureau of Reclamation. d. In approving a small-lot tentative subdivision map pursuant to paragraph (a), the County shall impose conditions accomplishing the following: requiring, prior to final map recordation, that the landowner seeking the project-specific small-lot subdivision map provide the to the County, or to any other public entity responsible for providing wholesale or retail groundwater to the affected property, a permanent agreement, in recordable form (i) authorizing the County or the other public entity to act as the exclusive agent for exercising the overlaying groundwater rights appurtenant to the land subject to the tentative subdivision map, and (ii) prohibiting the landowner or its successor or assigns from extracting groundwater or otherwise exercising such rights on their own behalf. e. Prior to recordation of each final subdivision map, or prior to County approval of any similar project-specific discretionary approval or entitlement required for nonresidential uses, the project applicant(s) of that project phase or activity shall provide to the County, or to any other public entity responsible for providing wholesale or retail groundwater to the affected property, a permanent agreement, in recordable form, (i) authorizing the County or the other public entity to act as the exclusive agent for exercising the overlaying groundwater rights appurtenant to the land subject to the tentative subdivision map, and (ii) prohibiting the landowner or its successor or assigns from extracting groundwater or otherwise exercising such rights on their own behalf. f. In approving a small-lot tentative subdivision map pursuant to paragraph (a) or prior to County approval of any similar project-specific discretionary approval or entitlement required for nonresidential uses, the County shall impose water conservation measures including, but not limited to, the following: ► With the exception of ornamental shade trees, use water-efficient landscapes with native, drought-resistant species in all					

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	public area and commercial landscaping. Use water-efficient turf in parks and other turf-dependant spaces. ► Install the infrastructure to use reclaimed water for landscape irrigation and/or washing cars. ► Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls. ► Design buildings and lots to be water-efficient. Only install water-efficient fixtures and appliances. ► Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff. Prohibit businesses from using pressure washers for cleaning driveways, parking lots, sidewalks, and street surfaces. These restrictions should be included in the Covenants, Conditions, and Restrictions of the community. Provide education about water conservation and available programs and incentives.					
3.9-2	**Submit Proof of Adequate Water Conveyance Facilities and Implement Off-site Infrastructure Service Systems or Assure that Adequate Financing is Secured.** **Off-Site Elements** Prior to approval of building permits for all project phases, the project applicant(s) of all project phases shall submit proof to the County that an adequate off-site delivery system either has been constructed or is assured through the use of bonds or other sureties to the County's satisfaction. Off-site water facilities sufficient to provide adequate water to the proposed project's residential or nonresidential uses shall be in place prior to the approval of the final map, or their financing shall be assured to the satisfaction of the County.					

Table 1
Mitigation Monitoring Plan for the Sutter Pointe Specific Plan Project

Mit. No.	Mitigation Measure	Initiation of Mitigation	Monitoring Frequency	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
3.9-3	**Submit Proof of Adequate Water Conveyance Facilities and Implement On-site Infrastructure Service Systems or Assure that Adequate Financing is Secured.** **On-Site Elements** Prior to approval of building permits for all project phases, the project applicant(s) of all project phases shall submit proof to the County that an adequate on-site delivery system either has been constructed or is assured through the use of bonds or other sureties to the County's satisfaction. On-site facilities sufficient to provide adequate water to the proposed project's residential or nonresidential uses shall be in place prior to the approval of the final map, or their financing shall be assured to the satisfaction of the County.					
3.9-4	**Demonstrate Adequate Water Treatment Capacity.** **On-Site Elements** The project applicant(s) of all project phases shall demonstrate adequate capacity at the groundwater treatment plants and SWTP for treatment of raw groundwater and surface water. This shall involve preparing a tentative map–level study and paying connection and capacity fees as determined by the County. Approval of the final project map shall not be granted until the County verifies adequate water treatment capacity either is available or is certain to be available when needed at the groundwater treatment plants and SWTP for the amount of development identified in the tentative map.					
3.9-5	**Implement the same mitigation measures called for in this DEIR, as specifically set forth in Table ES-1.** Significance after Mitigation: less than significant for geology, soils, and paleontological resources; hydrology and water quality; and public health and hazards; significant and unavoidable for transportation and circulation, air quality, noise, public utilities, agricultural resources, parks and open space, biological resources, and visual resources.					

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Mit. No.	Mitigation Measure	Initiation of Mitigation	Monitoring Frequency	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
3.10 Public Utilities						
Program Level						
3.10-1a	**Submit Proof of Adequate Wastewater Conveyance Facilities and Implement On- and Off-site Infrastructure Service Systems or Assure that Adequate Financing is Secured.** Before the approval of a final map and issuance of building permits for all project phases, the project applicant(s) shall submit proof to Sutter County that an adequate wastewater conveyance system either has been constructed or is assured through the use of bonds or other sureties to the County's satisfaction. Both on- and off-site wastewater conveyance infrastructure sufficient to provide adequate service to proposed project shall be in place for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases, or their financing shall be assured to the satisfaction of the County.					
3.10-1b	**Develop a Principles of Agreement, Wastewater Services Agreement, and an Operations Agreement with SRCSD and Operate On-Site and Off-Site Wastewater Facilities Per These Agreements.** The project applicant(s) for all project phases shall demonstrate that wastewater conveyance and treatment from SRCSD is provided to the project site. This shall involve developing and executing a Principles of Agreement, Wastewater Services Agreement, and an Operations Agreement with SRCSD, and paying connection and capacity fees as identified by SRCSD through these agreements. The County Service Area shall operate the on-site wastewater facilities and off-site force mains per the requirements of these agreements. Approval of the final map and issuance of building permits for all project phases shall not be granted until the County verifies that a Principles of Agreement, Wastewater Services Agreement, and an Operations Agreement have been developed and executed by the project applicant(s) and SRCSD.					
3.10-2	**Demonstrate Adequate Wastewater Treatment Capacity.** The project applicant(s) for all project phases shall demonstrate adequate capacity at the SRWTP for new wastewater flows generated by the project. This shall involve preparing a tentative map–level study and					

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Mitigation Monitoring Plan for the Sutter Pointe Specific Plan Project

Mit. No.	Mitigation Measure	Initiation of Mitigation	Monitoring Frequency	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
	paying connection and capacity fees as identified by SRCSD. Approval of the final map and issuance of building permits for all project phases shall not be granted until the County verifies adequate SRWTP capacity is available for the amount of development identified in the tentative map. **Implement Mitigation Measure 3.10-1b.**					
3.11 Agricultural Resources						
Program Level						
3.11-1	**Establish Conservation Easements Consistent with the Natomas Basin Habitat Conservation Plan** The project applicant(s) of all project phases shall participate in the NBHCP through payment of fees or land dedication as required under NBHCP, on a per-acre basis for lost agricultural land during development of all elements of the proposed project that involve the conversion of Important Farmland to nonagricultural uses. The NBC would use these funds to purchase conservation easements on agricultural and habitat lands in the project vicinity. The preservation in perpetuity of agricultural lands through the NBHCP, a portion of which consists of Important Farmland, would ensure the continued protection of farmland in the project vicinity, partially offsetting project impacts.					
3.11-3a	**Establish Buffers between Urban Land Uses and Existing Agricultural Operations.** As development occurs on the project site, on-site fencing, walls, landscaping, or other suitable barriers shall be constructed or established at the interface between development and adjacent off-site agricultural lands. In addition, a buffer zone of at least 150 feet shall be provided between the edge of all residential development and the adjacent agricultural land. Roads, greenbelts, and similar facilities can function as these buffers. The County shall include the buffer as a condition of development approval. The buffer shall be maintained by the applicant(s) or the individual developer in areas adjacent to agricultural land until each development phase is completed, at which point maintenance of the buffer may be transferred to a homeowner's or other Sutter Pointe community association.					

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Mit. No.	Mitigation Measure	Initiation of Mitigation	Monitoring Frequency	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
3.11-3b	**Provide the County's the Agricultural Operations Disclosure to Prospective Residents and Tenants Adjacent to the Agricultural Buffers.** The project applicant(s) of all project phases shall provide the County's Agricultural Operations Disclosure (Ordinance Code 1013, Chapter 1330 Section 1330) to all prospective residents and tenants of parcels adjacent to the 150-foot agricultural buffers, consistent with the County's Right-to-Farm ordinance. The Agricultural Operations Disclosure shall be included in all residential deed and tenant agreements at the time of sale or lease.					
3.11-3c	**Encourage the Continuation of Existing On-Site Agricultural Operations in Areas Adjacent to New Urban Land Uses.** The project applicant(s) of all project phases shall coordinate with landowners and on-site agricultural operators to sustain existing agricultural operations, at their discretion, within the project site until the individual agricultural parcels are needed for urban development.					
3.11-4	**Avoid Disruption of Existing Agricultural Operations.** The project applicant(s) of all project phases, including the off-site elements, and/or construction contractor shall include the following measure in construction plans: ► Construction activities shall be undertaken in an expedient fashion, and associated construction staging areas and/or access roads shall be located outside of the agricultural fields to the extent possible. If it is necessary to locate staging areas and/or access roads on agricultural lands, these areas shall be returned to pre-project conditions by the construction contractor once construction is completed. ► Pipelines in areas subject to ground disturbance from agricultural activities shall be placed at a depth beyond the typical depth of ground disturbance that occurs as a part of the agricultural operations. Construction plans shall be submitted to the applicable county community services department or planning department for review and approval before the issuance of building permits for all project phases and off-site elements. During project construction, the applicable county					

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Mit. No.	Mitigation Measure	Initiation of Mitigation	Monitoring Frequency	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
	department shall conduct periodic inspection to ensure implementation of these measures.					
3.11-5	Implement Mitigation Measure 3.11-1.					
3.11-7	Implement Mitigation Measure 3.11-3a and 3.11-3b.					
3.12 Public Health and Hazards						
Program Level						
3.12-2	**Retain a Licensed Professional to Investigate the Extent to Which Soil and/or Groundwater May Have Been Contaminated, Including in Areas Not Covered by the Phase I ESAs, and Implement Required Measures, as Necessary.** To reduce health hazards associated with potential exposure to hazardous substances, the project applicant(s) for all project phases shall implement the following measures before the start of ground-disturbing or demolition activities within each phase of project development: ► Prepare a Phase II ESA investigation of Area G based on the recommendation of the WKA (2005c) Phase I ESA. ► Prepare a Phase I ESA covering all areas before development. If recommended by the Phase I(s), a Phase II ESA investigation is also required. These investigations shall follow Phase I and/or II ESA and/or other appropriate testing guidelines and shall include, as necessary, analysis of soil and/or groundwater samples taken at or near the potential contamination sites. Recommendations in the Phase I and/or II ESA(s) to address any contamination that is found shall be implemented before ground-disturbing activities are initiated in these areas. ► A new Phase I ESA or ESAs covering sites that are proposed for use by schools shall be submitted to DTSC for review and approval before CDE will approve purchase of the site. If toxic or hazardous substances, including pesticides, naturally occurring asbestos, or other regulated hazardous materials, are found to be present, subsequent studies (i.e., a Phase II Preliminary Endangerment Assessment, Phase III remedial action) shall be performed as required by DTSC and CDE.					

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	► If Phase I and/or Phase II ESAs indicate the presence of soil and/or groundwater contamination, a site remediation plan shall be prepared pursuant to Section 25401.05(a)(1) that identifies any necessary remediation activities appropriate for proposed land uses, including excavation and removal of on-site contaminated soils, redistribution of clean fill material on the project site, and remediation of contaminated groundwater (e.g., installation of groundwater extraction and treatment [GET] facilities). The plan shall include measures that ensure the safe transport, use, and disposal of contaminated soil and building debris removed from the site (e.g., compliance with Division of Traffic Operations (DTO)and Caltrans transport regulations, and disposal at facilities permitted by EPA and/or DTSC to accept hazardous wastes). If contaminated groundwater is encountered during site excavation activities, the contractor shall report the contamination to the County, DTSC, and other appropriate regulatory agencies as required (e.g., the Central Valley RWQCB), and shall follow required actions specified by the regulatory agencies (e.g., dewater the excavated area, properly dispose of contaminated groundwater, or set up GET facilities as required). The contractors of all project phases shall be required to comply with the site remediation plan, which shall outline measures for specific handling and reporting procedures for hazardous materials, and disposal of hazardous materials removed from the site at an appropriately permitted off-site disposal facility. ► Retain a licensed contractor to remove all USTs, leaking USTs, and ASTs within the project site. Additionally, any stained soils associated with the debris piles, USTs, and/or ASTs shall also be removed by the licensed contractor, in accordance with Sutter County Environmental Management Department and RWQCB regulations, including Division 7 of the California Water Code (Porter Cologne Water Quality Control Act) and the State Water Resources Control Board regulations (Underground Tank Regulations, CCR 23 Division 3, Chapter 16). ► Retain a licensed contractor to remove and dispose of all transite pipe found within the project site in accordance with Section					

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Mitigation Monitoring Plan for the Sutter Pointe Specific Plan Project

Mit. No.	Mitigation Measure	Initiation of Mitigation	Monitoring Frequency	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
	39658(b)(1) of the Health and Safety Code and EPA's NESHAP for Asbestos. ► Retain a licensed contractor to remove all septic systems in accordance with applicable local, state, and federal regulations. ► Retain a licensed professional to conduct groundwater sampling from existing water supply wells on the Hintz parcel of Area G to evaluate the potential for nitrate and/or particulate contamination of groundwater as recommended by Geocon. If groundwater contamination is identified, prepare a site remediation plan pursuant to Section 25401.05(a)(1), as described above, in consultation with the appropriate regulatory agencies (e.g., EPA, DTSC, RWQCB). ► Retain a Cal-OSHA-certified Asbestos Consultant and Lead Based Paint Inspector/Assessor before demolition of any on-site buildings to investigate whether any asbestos-containing materials or lead-based paints are present. If any materials containing asbestos or lead are found, they shall be removed by an accredited contractor in accordance CCR 17 Section 36000 and 36100 (lead based paint) and Section 39658(b)(1) of the Health and Safety Code (asbestos). In addition, all activities (construction or demolition) in the vicinity of these materials shall comply with Cal-OSHA asbestos and lead worker construction standards. The materials containing asbestos and lead shall be disposed of properly at an appropriately permitted off-site disposal facility. ► Obtain an assessment conducted by PG&E pertaining to the contents of the existing pole-mounted transformers located on the project site. The assessment shall determine whether existing on-site electrical transformers contain PCBs and whether there are any records of spills from such equipment. If equipment containing PCB is identified, the maintenance and/or disposal of the transformer shall be subject to the regulations of the Toxic Substances Control Act under the authority of the Sutter County Environmental Health Division. ► Refrain from developing existing on-site agriculture or domestic water wells for further use. Such wells shall be closed in accordance with local and state guidelines. Consistent with DOG guidelines,					

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Mit. No.	Mitigation Measure	Initiation of Mitigation	Monitoring Frequency	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
	project-related structures shall not be constructed atop abandoned wells. ► Obtain an inspection of abandoned boring sites by DOG and hire a licensed environmental professional to determine whether reabandonment of the two "dry hole" gas borings is required to meet current standards. Implementation of this mitigation measure for later project phases may have indirect impacts that could affect residents of earlier project phases, as the required activities have the potential to generate dust, noise, traffic, and transportation of hazardous materials. Hazardous materials transportation is governed by existing regulations as described in the "Environmental Setting" section above and the discussion of Impact 3.12-1. Other indirect impacts, including noise, traffic, and air quality emissions, are analyzed throughout this DEIR in Sections 3.1 through 3.17.					
3.12-3	**Retain Licensed Professional to Investigate the Environmental Status of the Contaminated Groundwater Plume, Contaminated Soils, and Any Remediation Activities at the Holt Tractor and Farm Air Service Sites, and Implement All Remedial Measures, as Necessary.** **On-Site Elements** Before excavation or construction activities begin on the project site in the vicinity of the Farm Air Service and Holt Tractor parcels, the project applicant(s) of all affected project phases shall retain a licensed professional to investigate the environmental status of the contaminated groundwater plume, contaminated soils, and any remediation activities at the Holt Tractor and Farm Air Service sites. This investigation may include a review of Cal-EPA or DTSC files and shall include identification of the specific location of the Farm Air Service site, which was not defined in the available Phase I ESAs. Prior to the start of development activities adjacent to the Holt Tractor parcel, additional intrusive investigation shall be conducted by a licensed professional to delineate the extent of the contaminated groundwater plume (which could have changed after preparation of this EIR) and recommend potential treatment options.					

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Mit. No.	Mitigation Measure	Initiation of Mitigation	Monitoring Frequency	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
	Project development shall not occur in any area of contaminated soil or groundwater until the following activities take place: ► Remove all contaminated soil, dispose of contaminated soils at a properly licensed facility, and replace contaminated soil with clean fill dirt. ► Consult with appropriate regulatory agencies, such as DTSC, RWQCB, and Sutter County Department of Environmental Health, and implement all actions required by the regulatory agencies (e.g., dewatering, installation of groundwater monitoring wells, installation of GET facilities) during the consultation process in areas of contaminated groundwater. **Off-Site Elements** The project applicant(s) of all affected project phases shall retain a licensed professional to prepare Phase I ESAs for all off-site project elements. Project development shall not occur in any area of contaminated soil or groundwater until the following activities take place: ► Remove all contaminated soil, dispose of contaminated soils at a properly licensed facility, and replace contaminated soil with clean fill dirt. ► Consult with appropriate regulatory agencies, such as DTSC, RWQCB, and Sutter County Department of Environmental Health, and implement actions required by the regulatory agencies during the consultation process (e.g., dewatering, installation of groundwater monitoring wells, installation of GET facilities) in areas of contaminated groundwater. To further reduce health hazards associated with potential exposure to hazardous substances, the project applicant(s) of all project phases shall implement the following measures before the start of ground-disturbing or demolition activities within each phase of project development: ► Prepare a site plan for each development phase that identifies any necessary remediation activities appropriate for proposed land uses, including excavation and removal of on-site contaminated soils, redistribution of clean fill material on the project site, and remediation of contaminated groundwater (e.g., installation of					

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Mit. No.	Mitigation Measure	Initiation of Mitigation	Monitoring Frequency	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
	groundwater extraction and treatment [GET] facilities). The plan shall include measures that ensure the safe transport, use, and disposal of contaminated soil and building debris removed from the site (e.g., compliance with DTO and Caltrans transport regulations, and disposal at facilities permitted by EPA and/or DTSC to accept hazardous wastes). If contaminated groundwater is encountered during site excavation activities, the contractor shall report the contamination to the County, DTSC, and other appropriate regulatory agencies as required (e.g., the Central Valley RWQCB), and shall follow all required actions specified by the regulatory agencies (e.g., dewater the excavated area, properly dispose of contaminated groundwater, or set up GET facilities as required). The contractors of all project phases shall be required to comply with the site remediation plan, which shall outline measures for specific handling and reporting procedures for hazardous materials, and disposal of hazardous materials removed from the site at an appropriately permitted off-site disposal facility. Notify the Sutter County Environmental Health Division and DTSC if evidence of previously undiscovered soil or groundwater contamination (e.g., stained soil, odorous groundwater) is encountered during construction activities. Any contaminated areas shall be cleaned up in accordance with recommendations made by the Sutter County Environmental Health Division, Central Valley RWQCB, DTSC, or other appropriate federal, state, or local regulatory agencies as generally described above.					
3.12-4	**Evaluate Compatibility of Future On-Site Land Uses Within the Sacramento International Airport's Approach-Departure and Overflight Zones and Implement Any Required Restrictions on Land Uses by the Airport.** Where required by state law, the County shall consult with the Airport Land Use Commission to obtain a determination as to whether proposed land uses are consistent with the Sacramento International Airport Comprehensive Land Use Plan. In no event shall the Board of Supervisors approve any land use that the Board determines is inconsistent with the purposes of the State Aeronautics Act. In addition, prior to County approval of improvement plans for any individual					

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Mit. No.	Mitigation Measure	Initiation of Mitigation	Monitoring Frequency	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
	development proposal that includes land within the approach-departure zone, the County shall consult with the Sacramento International Airport. Any feasible restrictions on land uses recommended by the Sacramento International Airport (e.g., lights of certain colors, building materials to reduce reflection of sunlight, requirements for hazardous material use and storage) shall be implemented by the project applicant(s).					
3.12-5	**Prepare and Implement a Design and Management Plan for the Proposed Water Features.** The project applicant(s) of all project phases shall prepare and implement a design and management plan for all proposed water features. The plan shall be prepared in coordination with the Sacramento International Airport Operations Manager and the Sacramento County ALUC and approved by Sutter County before commencement of construction. The plan shall identify the sizes for the lakes/detention basins and incorporate specific design measures to minimize bird strikes and other wildlife-related airspace safety hazards in the vicinity of the project site(s) (e.g., allowing grass to grow up to 20 centimeters in height, preventing growth of cattails or aquatic plants, installing barriers between lakes and nearby vegetated areas, installing signs prohibiting feeding of birds, removing nesting materials, and hazing birds to discourage use of lakes). The plan shall include information sufficient to satisfy requirements for preparation of a wildlife hazard management plan and shall be prepared by a qualified wildlife hazard damage biologist. The plan shall include a detailed design drawing of the proposed lake/detention, and include a description of design and landscape features which will reduce attraction of birds. An adaptive management plan shall be prepared and incorporated into the wildlife hazard management plan. The adaptive management plan shall provide for the long-term management of nuisance birds around the lakes/basin. The management plan shall involve perpetual monitoring and employment of various techniques for controlling birds using adaptive information and bird control products. A CSA (and the city, following incorporation) shall be responsible for ensuring the implementation and continued enforcement of the adaptive management plan and provision of adequate funding. If monitoring efforts reveal that additional control efforts are necessary,					

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	the program manager for the adaptive management plan may implement one or more control techniques outlined in the adaptive management plan or other techniques based on best available scientific and commercial information. Bird control techniques currently being used at airports, on agricultural lands, and in other areas where birds pose a hazard or nuisance shall be described in the adaptive management plan. These techniques include (but are not limited to) allowing grass to grow up to 20 centimeters in height, preventing growth of cattails or aquatic plants, installing barriers between lakes and nearby vegetated areas, installing signs prohibiting feeding of birds, removing nesting materials, and hazing birds to discourage use of the lakes. The bird control program manager shall have the discretion to use any one or more of the techniques based on the need, practicability, and land use compatibility.					
3.12-6	**Prepare and Implement a Vector Control Plan.** The project applicant(s) of all project phases shall prepare and implement a vector control plan. This plan shall be prepared in coordination with the SYMVCD and shall be submitted to the County for approval before issuance of the grading permit for the lake/detention basin. The plan shall incorporate specific measures deemed sufficient by Sutter County in consultation with SYMVCD to minimize public health risks from mosquitoes. The plan shall include the following: ► description of the project; ► description of lakes/detention basins and all facilities that would control on-site water levels; ► goals of the plan; ► description of the water management elements and features that would be implemented: • best management practices (BMPs) that would implemented on-site, • public education and awareness, • sanitary methods used (e.g., disposal of garbage), • mosquito-control methods used (e.g., fluctuating water levels, biological agents, pesticides, larvacides, circulating water), and • stormwater management (consistent with stormwater					

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	management plan); and ► long-term maintenance of the lakes/detention basins and all related facilities (e.g., specific ongoing enforceable conditions or maintenance by a homeowner's association). To reduce the potential for mosquitoes to reproduce in the lake/detention basin, the project applicant(s) shall coordinate with the SYMVCD to identify and implement BMPs based on their potential effectiveness for project site conditions. Potential BMPs that the project applicant(s) shall include, but are not limited to, the following practices: ► Stock the lakes/detention basins with mosquitofish, guppies, backswimmers, flatworms, and/or other invertebrate predators. ► Maintain a stable water level in the lakes/detention basins to reduce water level fluctuation resulting from evaporation, transpiration, outflow, and seepage.					
3.12-7	**Prohibit Construction of Residential Housing within 100 Feet of Any 115-kV Transmission Line.** The project applicant(s) of all project phases shall demonstrate to the County that residential housing would be located a minimum of 100 feet from the 115-kV transmission line easement prior to subdivision map approval.					
Additional Detailed Analysis (Phase 1 and Phase A)						
3.12-10	Implement Mitigation Measure 3.12-2.					
3.12-11	Implement Mitigation Measure 3.12-3.					
3.12-12	Implement Mitigation Measure 3.12-4.					
3.12-13	Implement Mitigation Measure 3.12-5.					
3.12-14	Implement Mitigation Measure 3.12-6.					
3.12-15	Implement Mitigation Measure 3.12-7.					

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3.13 Biological Resources						
Program Level						
3.13-1a	**Implement NBHCP ITP Giant Garter Snake Mitigation Measures** The project applicants(s) of all Authorized Development shall adhere to the relevant giant garter snake take, avoidance, and minimization measures contained in the NBHCP (Sections V.A.1 and VI.E.1i) and summarized below: ► Reduce direct impacts on giant garter snake by restricting construction in giant garter snake habitat to the active period for giant garter snake (between May 1 and September 30). ► Completely dewater all irrigation ditches, canals, or other aquatic habitat, with no puddled water remaining, for at least 15 consecutive days before the excavation or filling in of the dewatered habitat to remove giant garter snake prey. Dewatering shall occur between April 15 and September 30. ► Survey the project area for giant garter snake no more than 24 hours before the start of construction activities (site preparation and/or grading). If construction activities stop on the project site for 2 weeks or more, a new snake survey shall be completed no more than 24 hours before the restart of construction activities. ► Confine clearing to the minimal area necessary to facilitate construction activities. Giant garter snake habitat within or adjacent to the project site shall be flagged as an "Environmentally Sensitive Area" and designated as avoided. ► Provide USFWS-approved environmental awareness training for all construction personnel completing site preparation and grading operations. Construction personnel shall be trained on how to identify giant garter snakes and their habitats and on handling protocol if a giant garter snake is encountered during construction activities. An on-site biological monitor shall be available during the training. ► Immediately notify USFWS and the project biological monitor if a live snake is found during construction activities. The snake shall be					

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	monitored by the biological monitor and allowed to leave the area on its own. ► Remove any temporary fill and/or construction debris used by the snake as an overwintering site from the site upon completion of construction. ► When working within 200 feet of snake aquatic or rice habitat, avoid plastic, monofilament, jute, or similar erosion control matting that could entangle snakes. ► Construct fences within the project site along the shared boundary of urban development and the North Drainage Canal and the East Drainage Canal. The fences shall be subject to the following guidelines: a. Provide a minimum of 100 feet from fence to fence. b. Limit access to the canals by constructing gates. c. Place a snake deterrent along the fences on the North Drainage Canal and the East Drainage Canal. The design of the deterrent shall be subject to approval by a qualified biologist. d. Immediately install the fence/barrier after site grading is completed.					
3.13-1b	**Implement Measures to Mitigate Impacts on the Giant Garter Snake That Are Not Covered by the NBHCP.** The project applicant(s) of all off-site elements not covered by the NBHCP shall implement the following measures to avoid, minimize, and compensate for potential project impacts on giant garter snake: ► Consult with a qualified biologist to ensure that the alignments for all off-site improvement areas avoid giant garter snake to the extent feasible. All aquatic and upland habitats that can be avoided shall be protected by temporary fencing during construction. Additional measures consistent with the goals and objectives of the NBHCP shall be implemented to minimize the potential direct injury or mortality of individual giant garter snakes during construction. Such measures shall be finalized in consultation with DFG and USFWS and are likely to include conducting worker awareness training, timing initial ground disturbance to correspond with the snake's					

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	active season (as feasible in combination with minimizing disturbance of nesting Swainson's hawks), dewatering aquatic habitat before fill, conducting preconstruction surveys, and conducting biological monitoring during construction. Develop and implement a giant garter snake conservation strategy that is consistent with the NBHCP's strategy for establishing an interconnected reserve system composed of marshland, uplands, and rice fields in the Natomas Basin. The conservation strategy shall include on- and off-site habitat preservation, restoration, and creation as needed to meet the performance standard of no net loss in function and value of giant garter snake habitat. The conservation strategy shall establish specific success for habitat creation, specify remedial measures to be undertaken if success criteria are not met (e.g., adaptive management, physical adjustments to created habitat, additional monitoring), and describe short- and long-term maintenance and management of the features. Long-term protection of the created features and funding for their management shall be provided through appropriate mechanism to be determined by the project applicant(s), DFG, and USFWS before project implementation. Authorization for take of giant garter snake shall be obtained as necessary to comply with the ESA and CESA. All measures subsequently adopted through the permitting process shall be implemented.					
3.13-2	**Secure Clean Water Act Section 404 and 401 Permits and Streambed Alteration Agreements; Implement All Permit Conditions; and Ensure No Net Loss of Wetlands, Other Waters of the United States, and Associated Functions and Values.** The project applicant(s) of all project phases shall retain a qualified biologist to delineate all wetlands and waters of the United States within proposed off-site improvement areas and all on-site areas not included in the ECORP wetland delineation. The findings shall be documented in detailed reports and submitted to USACE for verification as part of the formal Section 404 wetland delineation process. If wetland delineations for a particular phase conclude that wetlands are not present or would be avoided (no direct or indirect impacts), no further mitigation actions would be needed. For each phase of development, including off-site					

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	improvements, the County shall ensure the avoidance of any net loss of wetland function and values for direct and indirect impacts to wetlands subject to federal, state, and/or local jurisdiction, and the project applicant(s) shall secure applicable permits and regulatory approvals described below and shall implement all permit conditions: ► If there would be unavoidable impacts on habitats under USACE jurisdiction for direct and indirect impacts requiring a Section 404 permit, the Section 404 permitting process shall be completed and authorization shall be secured before any fill is placed in jurisdictional wetlands or other waters of the United States. The acreage of jurisdictional wetlands affected shall be replaced so as to ensure no net loss of functions and values, in accordance with USACE regulations. The range of compensation for fill of jurisdictional waters could be less than 1:1 or more than 1:1, depending on the timing, functions, and values of the jurisdictional waters created for compensation. The final compensatory range shall be negotiated with the resources agencies and specified in regulatory permits issued for that particular phase of the project. ► Habitat restoration, rehabilitation, and/or replacement shall be at a location and shall be conducted by feasible methods agreeable to USACE, the County, or other applicable agencies (depending on which agency has permitting authority). Agreement by the applicable agencies shall be obtained before the start of any grading activities that could affect wetland features. Methods for designing and implementing restored, rehabilitated, and replacement wetlands shall be determined by qualified restoration ecologists and geomorphologists to ensure that the desired results are achievable. The design shall include features to maximize the long-term maintenance of functions and values (e.g., fencing) and success criteria. A minimum of 5 years of monitoring shall be required for all restored, rehabilitated, and replacement wetlands. A monitoring plan shall be developed that includes remedial actions to be taken if the success criteria are not met. Before the mitigation design and monitoring plan are finalized, the project applicant(s) shall obtain the approval of USACE, RWQCB, and DFG, as appropriate, indicating that the planned features are sufficient to replace lost					

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	habitat values at equivalent or higher levels. Compensation requirements shall be evaluated in conjunction with any benefits obtained through compliance with the NBHCP. ► A streambed alteration agreement shall be obtained for any unavoidable impacts on habitats regulated under Section 1602 of the California Fish and Game Code, and affected habitats shall be mitigated on a no-net-loss basis. Habitat restoration, rehabilitation, and/or replacement shall be at a location and shall be conducted by methods agreeable to DFG. Minimization and compensation measures adopted through the Section 1602 permitting process shall be implemented. ► Water quality certification pursuant to Section 401 of the CWA shall be obtained as required for any USACE permit. Any measures required as part of the issuance of water quality certification shall be implemented. ► A report of waste discharge shall be filed for any waters of the state with the Regional Water Quality Control Board.					
3.13-3a	**Implement NBHCP ITP Swainson's Hawk Avoidance and Minimization Measures.** The project applicants(s) of all Authorized Development shall adhere to the relevant Swainson's hawk take avoidance and minimization measures described in the NBHCP (Sections V.A.1 and VI.E.1i) and summarized below: ► Conduct a preconstruction survey by a qualified biologist before the commencement of activities at any construction site to determine (1) whether any hawk nest trees will be removed on-site or (2) whether any active hawk nest sites occur on or within 0.5 mile of the development site. These surveys shall be conducted by an experienced Swainson's hawk biologist and according to the Swainson's Hawk Technical Advisory Committee's methodology or updated methodologies, as approved by USFWS and DFG. ► Avoid construction if breeding hawks are identified. No new disturbances shall occur within 0.5 mile of the active nest between March 15 and September 15 or until a qualified biologist, with concurrence by DFG, has determined that the young have fledged,					

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	that the nest is no longer occupied, or that construction will not affect nest success. If the active nest site is located within 0.25 mile of existing urban development, the no-new-disturbance zone can be limited to 0.25 mile. ► Temporarily avoid (i.e., defer construction activities until after the nesting season) construction where disturbance of a Swainson's hawk nest cannot be avoided. If permanently unavoidable, the nest tree may be destroyed during the nonnesting season. For purposes of this provision, the Swainson's hawk nesting season is defined as March 15 to September 15. If a nest tree must be removed, tree removal shall only occur between September 14 and February 1. ► Avoid removal of a Swainson's hawk nest tree if fledglings are present. The tree shall not be removed until September 15 or until DFG has determined that the young have fledged and are no longer dependent upon the nest tree. ► The raptor nesting season shall be avoided when scheduling construction near nests in accordance with applicable guidelines published by DFG or through consultation with DFG. ► Provide funding for purchase, planting, maintenance, and monitoring of trees in accordance with the NBHCP. ► Provide sufficient funding for monitoring survival success of existing Swainson's hawk nest tree trees for a period of 5 years. Provide for replacement trees in accordance with the NBHCP. Ensure that a 100% success rate is achieved.					
3.13-3b	**Implement Measures to Mitigate Impacts on Swainson's Hawk Not Covered by the NBHCP.** Before commencement of elements of the proposed project development not covered by the NBHCP ITP, the project applicant(s) of all project phases shall implement the following measures to reduce potential impacts on Swainson's hawk: ► Retain a qualified biologist to conduct preconstruction surveys to identify active nests (i.e., occupied nests) within 0.5 mile of construction areas, in accordance with DFG guidelines. If an active nest is found, no new disturbance shall occur within 0.5 mile of the					

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	nest until the nest is no longer active or appropriate avoidance measures are developed, approved by DFG, and implemented to ensure that the nest is adequately protected. ► Restore off-site temporary disturbance to grassland and agriculture habitat to provide equal or greater foraging value for Swainson's hawk. The project applicant(s) shall develop and implement a restoration plan for each off-site improvement that could result in impacts on Swainson's hawk foraging habitat to ensure that the performance standard of no net loss of Swainson's hawk foraging habitat is met. The restoration plans shall establish specific success criteria for habitat restoration, specify remedial measures to be undertaken if success criteria are not met (e.g., supplementary planting and additional monitoring), and describe short- and long-term maintenance and management actions. ► If there is any permanent loss of habitat, the project applicant(s) shall mitigate for that loss at 1:1 with lands of equivalent value.					
3.13-4a	**Implement NBHCP ITP Avoidance and Minimization Measures for Valley Elderberry Longhorn Beetle, White-Faced Ibis, Loggerhead Shrike, Burrowing Owl, Northwestern Pond Turtle, California Tiger Salamander, Western Spadefoot Toad, and Vernal Pool Invertebrates.** The project applicants(s) of all Authorized Development shall adhere to the relevant take, avoidance, and minimization measures described in the NBHCP (Sections V.A.1 and VI.E.1i) and summarized below. In case of conflict, the NBHCP controls. *Valley Elderberry Longhorn Beetle* The project applicant(s) of all Authorized Development shall implement the following measures: ► Comply with USFWS Compensation Guidelines for Valley Elderberry Longhorn Beetle (USFWS 1999). ► Avoid impacts on habitat for the valley elderberry longhorn beetle whenever possible. ► Transplant during the dormant season (November 1 to February 15) all elderberry plants that cannot be avoided to an area protected in					

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	perpetuity and approved by USFWS. ► Provide replacement seedling plants at a ratio of 2:1 to 5:1 depending on the extent of beetle, utilizing the plants moved or lost. ► Monitor annually valley elderberry longhorn beetle habitat in planted mitigation sites for a 10-year period. ► Meet a 60% survival rate by the end of the year and a 60% survival rate for the term of the applicable permit for all replacement elderberry shrubs. *Tricolored Blackbird* The project applicant(s) of all Authorized Development shall implement the following measures: ► Conduct a preconstruction survey of potential breeding and nesting habitat for presence of tricolored blackbird before approval of an urban development permit. ► If surveys determine this species to be present, install brightly colored construction fencing to establish a boundary 500 feet from the active nest site. Avoid disturbance within 500 feet of active (occupied) nests during the nesting season of May 15 through July 1 or until a qualified biologist, with concurrence of USFWS, has determined that young have fledged or that the nest is no longer occupied. *White-Faced Ibis* The project applicant(s) of all Authorized Development shall implement the following measures: ► Conduct a preconstruction survey of potential nesting habitat for presence of white-faced ibis before approval of an urban development permit. ► Avoid disturbance within 0.25 mile of active (occupied) nesting colonies during the nesting season of May 15 through August 31 or until a qualified biologist, with concurrence of DFG and USFWS, has determined that young have fledged or that the nest is no longer occupied if surveys determine this species to be present.					

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	Loggerhead Shrike The project applicant(s) of all Authorized Development shall implement the following measures: ► Conduct a preconstruction survey to determine the presence of the loggerhead shrike. ► Install brightly colored construction fencing that establishes a boundary 100 feet from any active loggerhead shrike nests identified during preconstruction surveys. No disturbance associated with authorized development shall occur within the 100-foot fenced area during the nesting season of March 1 through July 31. A qualified biologist, with the concurrence of USFWS, must determine that young have fledged or that the nest is no longer occupied before disturbance of the nest site can occur. *Burrowing Owl* The project applicant(s) of all Authorized Development shall implement the following measures: ► Retain a DFG-approved qualified biologist to conduct a preconstruction survey of all construction site(s) to determine whether any burrowing owls are using the site for foraging or nesting before the initiation of grading or earth-disturbing activities. Submit the pre-construction survey to the County prior to commencement of construction activities. ► Avoid disturbance of occupied burrows during the nesting season (February 1 through August 31) unless a qualified biologist approved by DFG verifies through noninvasive measures either that the birds have not begun egg laying and incubation or that juveniles from the occupied burrows are foraging independently and are capable of independent survival. If on-site avoidance is required, then the location of the buffer zone shall be determined by a qualified biologist. Mark the limit of the buffer zone with yellow caution tape, stakes, or temporary fencing. Maintain the buffer during the construction period. ► Contact USFWS and DFG if nest site(s) are found. The agencies shall be contacted regarding suitable mitigation measures, which may include establishing a 300-foot buffer around the nest site					

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	during the breeding season (February 1 through August 31) or relocating the burrowing owls if the birds have not begun egg laying and incubation or the juveniles from the occupied burrows are foraging independently and are capable of independent survival. ► Retain a qualified biologist to prepare a plan for relocating the owls to a suitable site if relocation of the owls is approved by USFWS and DFG. The relocation plan must include the content specified by the NBHCP. ► Offset disturbance and/or destruction of burrows through development of suitable habitat on NBC upland reserves where on-site avoidance is not possible. Such habitat shall include creation of new burrows with adequate foraging area (a minimum of 6.5 acres) or 300-foot radii around the newly created burrows. *Northwestern Pond Turtle* The project applicant(s) of all Authorized Development shall implement the following measure: ► Minimize the take of the northwestern pond turtle as a result of habitat destruction during construction activities, including construction related to the removal of irrigation ditches and drains and ditch and drain maintenance (e.g., relocate turtles to suitable habitat away from the construction area). ► The dewatering requirements described in the NBHCP take avoidance, minimization, and mitigation measures for giant garter snake shall be implemented. *California Tiger Salamander* The project applicant(s) of all Authorized Development shall implement the following measure: ► Conduct a preconstruction survey for California tiger salamander before approval of an urban development permit. If the survey determines the presence of California tiger salamander, the project applicant(s) shall consult with USFWS and DFG to determine appropriate measures to avoid and minimize take of individuals, which may include but are not limited to, modifying the project design to avoid occupied habitat; limiting access and construction activities in the vicinity of the occupied habitat using fencing or					

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Mit. No.	Mitigation Measure	Initiation of Mitigation	Monitoring Frequency	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
	other means; relocating adult salamanders to suitable habitat outside of the construction area; and implementing compensatory mitigation, including preservation of off-site habitat. *Western Spadefoot Toad* The project applicant(s) of all Authorized Development shall implement the following measure: ► Conduct a preconstruction survey of western spadefoot toad before approval of an urban development permit. If the survey determines that western spadefoot toad is present, the project applicant(s) shall consult with DFG to determine appropriate measures to avoid and minimize take of individuals, which include but are not limited to, modifying the project design to avoid occupied habitat; limiting access and construction activities in the vicinity of the occupied habitat using fencing or other means; relocating adult toads to suitable habitat outside of the construction area; and implementing compensatory mitigation, including preservation of off-site habitat. *Special-Status Vernal Pool Invertebrates* The project applicant(s) of all Authorized Development shall implement the following measure: ► Conduct a preconstruction survey for special-status vernal pool invertebrates. If the survey determines that vernal pool fairy shrimp, vernal pool tadpole, and midvalley fairy shrimp are present, the project applicant(s) shall consult with USFWS to determine appropriate measures to avoid and minimize take of individuals, which include but are not limited to, modifying the project design to avoid occupied habitat; limiting access and construction activities in the vicinity of the occupied habitat using fencing or other means; relocating vernal pool invertebrates to suitable habitat outside of the construction area; and implementing compensatory mitigation, including preservation of off-site habitat. ► Comply with Measures to Minimize Take of Vernal Pool Species in NBHCP V.A.4.					

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3.13-4b	**Implement Measures to Mitigate Impacts on Special-Status Wildlife Species Not Covered by the NBHCP.** Before commencement of construction activities outside the NBHCP ITP area, the project applicant(s) of all project elements not covered by the NBHCP shall implement the following measures to reduce potential effects on special-status wildlife species. *Valley Elderberry Longhorn Beetle* The project applicant(s) of all project phases, including off-site elements, shall implement the following measures: ► Comply with USFWS Compensation Guidelines for Valley Elderberry Longhorn Beetle (USFWS 1999), which requires that impacts on elderberry shrubs be avoided whenever possible. If elderberry shrubs cannot be avoided, they must be transplanted in accordance with methods outlined in the guidelines, replaced by planting shrubs in a conservation area at a ratio ranging from 1:1 to 8:1, or mitigated by purchasing credits in an approved mitigation bank as agreed upon through consultation with USFWS. ► Retain a qualified biologist to conduct preconstruction surveys for elderberry shrubs before initiation of earth-moving activities for all proposed project phases not covered by the NBHCP ITP, including the proposed off-site infrastructure elements. If the survey determines that elderberry shrubs are present and that they could be adversely affected by the project, the project applicant(s) shall develop and implement a management plan for each off-site improvement the implementation of which could result in impacts on valley elderberry longhorn beetle. Implementation of the plan shall ensure that the performance standard of no net loss of valley elderberry longhorn beetle habitat is met. The restoration plans shall establish specific success criteria for habitat restoration, specify remedial measures to be undertaken if success criteria are not met (e.g., supplementary planting and additional monitoring), and describe short- and long-term maintenance and management actions. Long-term protection of restored areas and funding for their management shall be provided through appropriate mechanism to be determined by the project applicant(s) and the applicable county in					

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	consultation with USFWS. Authorization for take of valley elderberry longhorn beetle shall be obtained as necessary to comply ith the ESA. All measures subsequently adopted through the permitting process shall be implemented. *Tricolored Blackbird* The project applicant(s) of all project phases, including off-site elements, shall implement the following measures: ► Retain a qualified biologist to conduct preconstruction surveys for tricolored blackbird before initiation of earth-moving activities for all proposed project phases not covered by the NBHCP ITP, including the proposed off-site infrastructure elements. ► Avoid disturbance to active (occupied) nesting colonies during the nesting season if the surveys determine that tricolored blackbirds are present. If they are present, a boundary shall be marked by brightly colored construction fencing that establishes a boundary 500 feet from the active nest site. No disturbance associated with project development shall occur within the 500-foot fenced area during the nesting season or while birds are present. Construction shall not commence until a qualified biologist, with the concurrence of DFG, has determined that the young have fledged and that the nest sites are no longer active. *Black-Crowned Night-Heron and White-Faced Ibis* The project applicant(s) of all project phases, including off-site elements, shall implement the following measures: ► Retain a qualified biologist to conduct preconstruction surveys for black-crowned night-heron and white-faced ibis before initiation of earth-moving activities for all project phases not covered by the NBHCP ITP, including the proposed off-site infrastructure elements. The preconstruction surveys shall be conducted within 0.25 mile of the applicable project site(s). ► Avoid construction activities within 0.25 mile of any nests found during the nesting season (May 15 through August 31) until a qualified biologist, in consultation with DFG, has determined that the young have fledged or that the nest is no longer occupied.					

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	Loggerhead Shrike The project applicant(s) of all project phases, including off-site elements, shall implement the following measures: ► Retain a qualified biologist to conduct preconstruction surveys for loggerhead shrike before initiation of earth-moving activities of all proposed project phases not covered by the NBHCP ITP, including the proposed off-site infrastructure elements. The preconstruction surveys shall be conducted within 100 feet of the applicable project site(s). ► Install a buffer with brightly colored construction fencing that establishes a boundary 100 feet from the active nest if surveys identify an active loggerhead shrike nest that would be adversely affected by project development. No disturbance associated with authorized development shall occur within the 100-foot fenced area during the nesting season (March 1 through July 31). A qualified biologist, with concurrence of DFG, must determine that the young have fledged or that the nest is no longer occupied before disturbance of the nest site can occur. *Burrowing Owl* The project applicant(s) of all project phases, including off-site elements, shall implement the following measures: ► Retain a qualified biologist to conduct preconstruction surveys before initiation of earth-moving activities for all project phases not afforded coverage by the NBHCP ITP. The preconstruction surveys shall occur during the breeding season (February through August) to identify active burrows within 500 feet of the project site. ► Establish a buffer to protect any burrowing owl nest within 500 feet of the project site. No project activity shall commence within the buffer area until a qualified biologist confirms that the young have fledged and the nest is no longer active. DFG guidelines recommend implementation of a 0.25- or 0.5-mile buffer, but the size of the buffer may be adjusted if a qualified biologist and the applicable county, in consultation with DFG, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities					

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	shall be required if the activity has potential to adversely affect the nest. ► Conduct a survey for active owl burrows before the approval of grading and/or improvement plans (as applicable) and no less than 14 days and no more than 30 days before the beginning of construction for all proposed project phases, including proposed off-site infrastructure elements. If burrowing owls are detected, the project applicant(s) shall notify DFG. If no active burrows are found, no further mitigation is required. If active burrows are found, the project applicant(s) shall prepare a mitigation plan. The plan shall be submitted to the applicable county for review and approval before initiation of any ground-disturbing activities. The plan may consist of installing one-way doors on all burrows during the nonbreeding season to allow owls to exit but not reenter and constructing artificial burrows within the project vicinity, as needed. If active burrows contain eggs and/or young, no construction shall occur within 165 feet of the burrow until the young have fledged or no longer rely on the burrow. After it is confirmed that there are no owls inside burrows, these burrows may be collapsed. *Northwestern Pond Turtle* The project applicant(s) of all project phases, including off-site elements, shall implement the following measure: ► Retain a qualified biologist to conduct preconstruction surveys before initiation of earth-moving activities for all project phase(s) not covered by the NBHCP ITP. The surveys shall include all aquatic habitats to be dewatered and/or filled during project construction. Surveys shall be conducted immediately after any dewatering and before any fill of aquatic habitat. If pond turtles are found, the biologist shall capture them and move them to the nearby areas of suitable habitat that would not be disturbed by project construction. *California Tiger Salamander* The project applicant(s) of all project phases, including off-site elements, shall implement the following measure:					

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	► Retain a qualified biologist to conduct preconstruction surveys during the appropriate survey period as determined through consultation with USFWS and DFG, and before initiation of earth-moving activities for all project phases not afforded coverage by the NBHCP ITP. If a future survey determines the presence of California tiger salamander, the project applicant(s) shall develop and implement a management plan for each off-site improvement the implementation of which could result in impacts on California tiger salamander. If feasible, the management plan shall describe measures to avoid and minimize impacts to California tiger salamander habitat. If complete avoidance is not feasible, the plan shall include compensatory mitigation. Implementation of the plan shall ensure that the performance standard of no net loss of California tiger salamander habitat is met. The management plan shall establish specific success criteria for habitat creation/preservation, specify remedial measures to be undertaken if success criteria are not met, and describe short- and long-term maintenance and management actions. Long-term protection of created and preserved areas and funding for their management shall be provided through an appropriate mechanism to be determined by the project applicant(s) and the applicable county in consultation with USFWS. Authorization for take of California tiger salamander shall be obtained if necessary to comply with the ESA. All measures subsequently adopted through the permitting process shall be implemented. *Western Spadefoot Toad* The project applicant(s) of all project phases, including off-site elements, shall implement the following measures: ► Retain a qualified biologist to conduct a survey for western spadefoot toad during the appropriate survey period as determined during consultation with USFWS and DFG, before initiation of earth-moving activities for all project phases not afforded coverage by the NBHCP ITP. ► Develop and implement a management plan for each off-site improvement, the implementation of which could result in impacts on western spadefoot toad, if the preconstruction survey determines					

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	the presence of the toad. Implementation of the plan shall ensure that the performance standard of no net loss of western spadefoot toad habitat is met. The management plan shall establish specific success criteria for habitat creation/preservation, specify remedial measures to be undertaken if success criteria are not met, and describe short- and long-term maintenance and management actions. Long-term protection of created and preserved areas and funding for their management shall be provided through an appropriate mechanism to be determined by the project applicant(s) and the applicable county in consultation with DFG. *Vernal Pool Invertebrates* The project applicant(s) of all project phases, including off-site elements, shall implement the following measures: ► Retain a qualified biologist to conduct preconstruction surveys to identify potential habitat for vernal pool species during the appropriate season (as established by USFWS). The surveys shall identify vernal pools, seasonal swales, and other suitable habitats that might be directly or indirectly affected by the project. The project shall, if feasible, avoid causing take of any federally listed vernal pool invertebrates. Standards for the survey shall be in accordance with the USFWS Interim Survey Guidelines to Permittees for Recovery Permits under Section 10(a)(1)(A) of the ESA for the Listed Vernal Pool Branchiopods (April 19, 1996) or the most recent approved USFWS survey guidelines for vernal pool species. Conservation and minimization measures are likely to include preparation of supporting documentation describing methods to protect existing vernal pools during and after project construction, a detailed monitoring plan, and reporting requirements. ► If complete avoidance is not feasible, construction shall not proceed until a take authorization has been issued by USFWS and the project applicant(s) have abided by the conditions of the authorization, including the conservation and minimization measures intended to be completed before construction begins. ► Identify mitigation for direct and indirect impacts on vernal pools and other seasonal wetland habitats that support or potentially					

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	support federally listed vernal pool invertebrates that shall ensure no net loss of habitat (acreage and function) for these species (e.g., through habitat creation, rehabilitation, and/or preservation). The project applicant(s) shall complete and implement a habitat mitigation and monitoring plan that compensates for the loss of acreage, function, and value of affected vernal pool habitat. The habitat mitigation and monitoring plan shall be consistent with guidance provided in *Programmatic Formal Endangered Species Act Consultation on Issuance of 404 Permits for Projects with Relatively Small Effects on Listed Vernal Pool Crustaceans within the Jurisdiction of the Sacramento Field Office, California* (USFWS 1996) or shall provide an alternative approach that accomplishes no net loss of habitat. ► If the project discharges dredge or fill material into wetlands or other waters of the United States, the project applicant(s) shall secure a USACE Section 404 CWA permit and achieve no net loss of wetlands. ► Provide sufficient upland habitat within the proposed mitigation areas for creation and restoration of vernal pools and vernal pool complexes to provide ecosystem health. The land used to satisfy this mitigation measure shall be protected through a conservation easement or deed restriction. *Special-Status Fish* The project applicant(s) of all project phases, including off-site elements, shall implement, or ensure the implementation of, the following measures: ► If the American Basin Fish Screen and Habitat Improvement Project is fully implemented, it is assumed that the potential for entrainment and associated injury or mortality would be substantially reduced from baseline conditions and that no additional analysis or mitigation would be necessary to reduce this impact or to comply with the ESA. However, if NMFS determines that take of listed salmonids would occur, authorization for take shall be obtained to comply with ESA. All measures subsequently adopted through the permitting process shall be implemented.					

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	If water supply Alternative B is selected and it requires long-term modification of the timing of water diversion from the Sacramento River, this would be considered a change in the proposed project and a separate CEQA analysis shall be prepared to determine whether additional mitigation would be required to ensure that impacts to special-status fish species from changes in river hydrology and associated physical habitat would remain less than significant. Additional mitigation may include, for example, improved fish screens, limits on diversions when juvenile salmonids may be present in the river system, and other avoidance and minimization measures developed in consultation with NOAA Fisheries under Section 7 of the ESA.					
3.13-5a	**Implement NBHCP ITP Avoidance and Minimization Measures for Impacts on Special-Status Plant Species.** The project applicants(s) of all Authorized Development shall adhere to the relevant take, avoidance, and minimization measures described in the NBHCP and summarized below. In case of conflict, the NBHCP controls. *Delta Tule Pea* The project applicant(s) of all Authorized Development shall implement the following measure: ► Conduct preconstruction survey of Delta tule pea. If Delta tule pea plants are identified through the preconstruction survey, USFWS and DFG shall be immediately notified. Under such circumstances, the project applicant(s) shall provide for transplantation of the identified plants before site disturbance. *Sanford's Arrrowhead* The project applicant(s) of all Authorized Development shall implement the following measure: ► Conduct a preconstruction survey of Sanford's arrowhead. If Sanford's arrowhead plants are identified through the preconstruction survey, USFWS and DFG shall be notified immediately. Under such circumstances, the project applicant(s) shall provide for the transplantation of the identified plants before site disturbance.					

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	Boggs Lake Hedge-Hyssop, Sacramento Orcutt Grass, Slender Orcutt Grass, Colusa Grass, and Legenere The project applicant(s) of all Authorized Development shall implement the following measure: ► Conduct a preconstruction survey of Boggs Lake hedge-hyssop, Sacramento Orcutt grass, slender Orcutt grass, Colusa grass, and legenere. If the survey determines that Boggs Lake hedge-hyssop, Sacramento Orcutt grass, slender Orcutt grass, Colusa grass, or legenere are present, the project applicant(s) shall consult with USFWS and DFG to determine appropriate measures to avoid and minimize loss of individuals, which may include but is not limited to, fencing of the population before construction and exclusion of project activities from the fenced-off areas, and construction monitoring by a qualified botanist to keep construction crews away from the population. Indirect impacts (i.e., changes in hydrology) shall be minimized by placing culverts away from any plant populations, if necessary. Other potential actions include the collection of seeds from the existing populations and inoculation of the collected seeds into a new area.					
3.13-5b	**Implement Measures to Mitigate Impacts on Special-Status Plants Not Covered by the NBHCP.** The project applicant(s) of all proposed project phases not covered by the NBHCP, including the proposed off-site infrastructure elements, shall: ► Retain a qualified biologist to conduct preconstruction surveys to identify potential habitat for special-status plant species during the appropriate season (as established by USFWS). The surveys shall identify vernal pools, seasonal swales, and other suitable habitats that might be directly or indirectly affected by the project. If no special-status plants are found during focused surveys, the botanist shall document the findings in a letter report to USFWS, DFG, and the applicable county, and no further mitigation shall be required. The project shall, if feasible, avoid causing take of special-status plant species. If complete avoidance is not feasible, construction shall not proceed until take authorization has been issued by USFWS or DFG, and the project applicant(s) have abided by the conditions of the authorization, including the conservation and					

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	minimization measures intended to be completed before construction begins					
3.14 Parks and Open Space						
Program Level						
3.14-3	**Require Compliance with the Parkland Standards through a Combination of Parkland Dedication and the Payment of In-lieu Fees** To achieve a park dedication goal of 5 acres of parkland per 1,000 residents, a condition of approval shall be required of future subdivisions that include residential lands that shall require compliance with parkland standards set forth in the Sutter Pointe Specific Plan by either providing sufficient parkland to meet the standards or in combination with payment of in-lieu fees to cover the deficiency between parkland provided by the development and the standard.					
3.15 Cultural Resources						
Program Level						
3.15-1	**Complete Cultural Resources Evaluations of Previously Identified Historic-Era Resources.** The project applicant(s) and the construction contractors within development Phases B and 4 shall implement the following measures to reduce potentially significant impacts on the three historic-era structure/building complexes on the project site: ► Before the start of any ground-disturbing activities within 100 feet of the three historic-era structure/building complexes, a qualified professional architectural historian shall conduct archival research and additional documentation of the sites to complete NRHP/CRHR evaluations. ► If any of the three complexes is found to be significant as defined under CEQA, additional treatment shall be implemented at that complex. Treatment designed to mitigate adverse impacts may involve avoidance; rehabilitation or reuse consistent with the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating,*					

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	Restoring, and Reconstructing Historic Buildings; or a Historic American Buildings Survey, HAER, or similar documentation, as recommended by a qualified architectural historian.					
3.15-2	**Educate Construction Workers regarding Buried Cultural Resources, Suspend Ground-Disturbing Activities if Resources are Encountered, and Employ an Archaeologist to Assess the Find.** To reduce impacts on potentially undiscovered cultural resources, the project applicant(s) of all project phases shall do the following: ► Before the start of construction activities, the project applicant(s) of all project phases shall retain a qualified archaeologist to conduct training for construction workers, to educate them about the possibility of encountering buried cultural resources and inform them of the proper procedures should resources be encountered. ► The project applicant(s) of all project phases, including off-site elements, shall retain a qualified archaeologist who is trained in the identification of buried deposits to be present for all ground-disturbing activities within 1,000 feet of Curry Creek, which is located within Phase D and Phase 4 of project development. ► The project applicant(s) of all project phases shall temporarily suspend all ground-disturbing activity if previously undocumented archaeological materials (e.g., remains of historic buildings or structures; deposits or scatters of historic artifacts; or prehistoric artifacts such as stone tool flaking debris, mortars, pestles, shell, or bone) are encountered during project construction,. At that time, the project applicant(s) shall retain a qualified archaeologist. Construction activities shall be suspended within a 100-foot radius of the find or a distance determined by a qualified archaeologist to be appropriate based on the potential for disturbance of additional resource-bearing soils. The archaeologist shall conduct a field investigation of the specific site and recommend specific treatment measures deemed necessary to protect or recover any cultural resources concluded by the archaeologist to represent significant or potentially significant resources as defined by CEQA. Specific treatment measures include but are not limited to avoiding the resource or conducting data recovery and recordation. The					

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	applicant(s) shall implement all of the archaeologist's feasible recommendations to the satisfaction of the County before construction resumes in the area where cultural materials were discovered.					
3.15-3	**Suspend Ground-Disturbing Activities if Undocumented Human Remains are Encountered and follow California Health and Safety Code Procedures.** In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, including those associated with off-site improvements, the project applicant(s) shall immediately halt potentially damaging excavation in the area of the burial and notify the County coroner and a professional archaeologist to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or public 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 NAHC by phone within 24 hours of making that determination (Health and Safety Code Section 7050[c]). After the coroner's findings are complete, the project applicant(s), an archaeologist, and the NAHC-designated Most Likely Descendant (MLD) shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting on notification of a discovery of Native American human remains are identified in Section 5097.9 of the California Public Resources Code. Upon the discovery of Native American remains, the procedures above regarding involvement of the County coroner, notification of the NAHC, and identification of an MLD shall be followed. The applicant(s) shall ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards and practices) is not damaged or disturbed by further development activity until consultation with the MLD has taken place. The MLD shall have at least 48 hours after being granted access to the site to inspect the site and make recommendations. A range of possible treatments for the remains may be discussed: nondestructive removal and analysis, preservation in place,					

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	relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment. As suggested by Assembly Bill (AB) 2641 (Chapter 863, Statutes of 2006), the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains. AB 2641(e) includes a list of site protection measures and states that the applicant(s) shall comply with one or more of the following requirements: ► Record the site with the NAHC or the appropriate Information Center. ► Utilize an open-space or conservation zoning designation or easement. ► Record a document with the county in which the property is located. The applicant(s) or its authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance if the NAHC is unable to identify an MLD or if the MLD fails to make a recommendation within 48 hours after being granted access to the site. The applicant(s) or its authorized representative may also reinter the remains in a location not subject to further disturbance if it rejects the recommendation of the MLD and mediation by the NAHC fails to provide measures acceptable to the landowner. Ground disturbance in the zone of suspended activity shall not recommence without authorization from the archaeologist.					
3.15-4	**Conduct Archaeological Surveys of All Unsurveyed Areas, and Implement Additional Treatment of Resources, if Necessary** The project applicant(s) of all project phases, both on-site and off-site elements, shall retain a qualified archaeologist to conduct focused surveys of all portions of the project site that have not been previously surveyed. The survey shall be conducted before any ground-disturbing activities, including site preparation, commence. If cultural resources are identified as a result of the survey, the archaeologist shall evaluate the significance of the finds and recommend appropriate mitigation measures for significant resources. Mitigation shall include but shall not be limited to avoiding significant (as defined under CEQA) resources through					

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	modifications in project design, and/or conducting subsurface testing and data recovery.					
Additional Detailed Analysis (Phase 1 and Phase A)						
3.15-6	Implement Mitigation Measure 3.15-2.					
3.15-7	Implement Mitigation Measure 3.15-3.					
3.16 Visual Resources						
Program Level						
3.16-4	**Screen Construction Staging Areas.** The project applicant(s) for all project phases shall locate staging and material storage areas as far away from sensitive land uses (e.g., residential areas, schools, parks) and/or nearby roadways as feasible. Staging and material storage areas shall be approved by the County before the approval of grading plans and building permits for all project phases and shall be screened from adjacent occupied land uses in earlier development phases to the maximum extent practicable. Screens may include berms or fences. The screen design shall be approved by the County to further reduce visual effects to the extent possible. **Off-Site:** The project applicant(s) for all project phases shall implement Mitigation Measure 3.16-4, "Screen Construction Staging Areas," for all staging areas that would be located within 500 feet of a residence. Otherwise, implementation of Mitigation Measure 3.16-4 shall not be required for construction of the off-site elements.					
3.16-5	**Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan.** To reduce impacts associated with light and glare, the project applicant(s) for all project phases shall conform to the following guidelines: ► Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties. ► Place and direct flood or area lighting needed for construction activities or for nighttime sporting activities to not disturb adjacent residential areas and passing motorists.					

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	► Prohibit the use of harsh mercury vapor, low-pressure sodium, or fluorescent bulbs for public lighting in residential neighborhoods. ► Prohibit light fixtures that are of unusually high intensity or brightness or that blink or flash; ► Use appropriate building materials, lighting, and signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways. ► Design exterior lighting as an integral part of the building and landscape design in the Sutter Pointe Specific Plan area. Lighting fixtures shall be architecturally consistent with the overall site design. ► Establish standards for outdoor lighting to reduce high-intensity nighttime lighting and glare as part of the Sutter Pointe Specific Plan design guidelines/standards. Consideration shall be given to design features, namely directional shielding for street lighting, parking lot lighting, and other significant light sources, that will reduce effects of nighttime lighting. In addition, consideration shall be given to the use of automatic shutoffs or motion sensors for lighting features to further reduce excess nighttime light. All nighttime lighting shall be shielded to prevent the light from shining off of the surface intended to be illuminated. A lighting plan shall be submitted to the County for review and approval which shall include the above elements. The lighting plan may be submitted concurrently with other improvement plans, and shall be submitted before the installation of any lighting or the approval of building permits for all phases. The project applicant(s) of all future phases shall implement the approved lighting plan.					
3.16-6	Implement Mitigation Measure 3.16-5.					
Additional Detailed Analysis (Phase 1 and Phase A)						
3.16-10	Implement Mitigation Measure 3.16-4.					
3.16-11	Implement Mitigation Measure 3.16-5.					
3.16-12	Implement Mitigation Measure 3.16-5.					

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3.17 Climate Change						
Program Level						
3.17-1	**Implement Mitigation Measure 3.4-1.** **Implement Mitigation Measure 3.4-2.** **Implement Additional Measures to Reduce GHG Emissions.** For each increment of new development within the project site requiring a discretionary approval (e.g., proposed tentative subdivision map, conditional use permit), the County shall impose mitigation measures that reduce GHG emissions to the extent feasible and to the extent appropriate with respect to the state's progress at the time toward meeting GHG emissions reductions required by the California Global Warming Solutions Act of 2006 (AB 32). The County shall require feasible reduction measures that, in combination with existing and future regulatory measures developed under AB 32, will reduce GHG emissions associated with the operation of developments and supporting infrastructure that are part of the proposed project by 30% from business-as-usual emissions levels projected for 2020, if it is feasible to do so. For each increment of new development, the County shall submit to the developer a list of potentially feasible GHG reduction measures to be considered in the development design. The County's list of potentially feasible GHG reduction measures shall reflect the current state of the regulatory environment, which will continuously evolve under the mandate of AB 32. The developer shall then submit to the County a mitigation report that contains an analysis demonstrating which GHG reduction measures are feasible and the associated reduction in GHG emissions. The report shall also demonstrate why measures not selected are considered infeasible. The County must review and approve the mitigation report for the applicable increment of development to receive its discretionary approval. In determining what sorts of measures should appropriately be imposed by a local government under the circumstances, the County shall consider the following factors: ► the extent to which rates of GHG emissions generated by motor vehicles traveling to, from, and within the project site are projected to decrease over time as a result of regulations, policies, and/or plans					

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	that have already been adopted or may be adopted in the future by ARB or other public agency pursuant to AB 32, or by EPA; ► the extent to which mobile-source GHG emissions, which at the time of writing this EIR comprise a substantial portion of the state's GHG inventory, can also be reduced through design measures that result in trip reductions and reductions in trip length; ► the extent to which GHG emissions emitted by the mix of power generation operated by PG&E, the electrical utility that will serve the project site, are projected to decrease pursuant to the Renewables Portfolio Standard required by SB 1078 and SB 107, as well as any future regulations, policies, and/or plans adopted by the federal and state governments that reduce GHG emissions from power generation; ► the extent to which replacement of CCR Title 24 with the California Green Building Standards Code or other similar requirements will result in new buildings being more energy efficient and consequently more GHG efficient; ► the extent to which any stationary sources of GHG emissions that would be operated on a proposed land use (e.g., industrial) are already subject to regulations, policies, and/or plans that reduce GHG emissions, particularly any future regulations that will be developed as part of ARB's implementation of AB 32, or other pertinent regulations on stationary sources that have the indirect effect of reducing GHG emissions; ► the extent to which the feasibility of existing GHG reduction technologies may change in the future, and to which innovation in GHG reduction technologies will continue, effecting cost-benefit analyses that determine economic feasibility; and ► whether the total costs of proposed mitigation for GHG emissions, together with other mitigation measures required for the proposed development, are so great that a reasonably prudent property owner would not proceed with the project in the face of such costs. In considering how much, and what kind of, mitigation is necessary in light of these factors, the County shall consider the following list of options, though the list is not intended to be exhaustive, as GHG reduction strategies and their respective feasibility are likely to evolve					

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	over time. These measures are derived from multiple sources including the Mitigation Measure Summary in Appendix B of the California Air Pollution Control Officer's Association (CAPCOA) white paper, CEQA & Climate Change (CAPCOA 2008), and the California Attorney General's Office (2008). *Energy Efficiency* ► Include clean alternative energy features to promote energy self-sufficiency (e.g., photovoltaic cells, solar thermal electricity systems, small wind turbines). ► Design buildings to meet CEC Tier II requirements (e.g., exceeding the requirements of the Title 24 (as of 2007) by 35%). ► Site buildings to take advantage of shade and prevailing winds and design landscaping and sun screens to reduce energy use. ► Install efficient lighting in all buildings (including residential). Also install lighting control systems, where practical. Use daylight as an integral part of lighting systems in all buildings. ► Install light-colored "cool" pavements, and strategically located shade trees along all bicycle and pedestrian routes. *Water Conservation and Efficiency* ► With the exception of ornamental shade trees, use water-efficient landscapes with native, drought-resistant species in all public area and commercial landscaping. Use water-efficient turf in parks and other turf-dependant spaces. ► Install the infrastructure to use reclaimed water for landscape irrigation and/or washing cars. ► Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls. ► Design buildings and lots to be water-efficient. Only install water-efficient fixtures and appliances. ► Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff. Prohibit businesses from using pressure washers for cleaning driveways, parking lots, sidewalks, and street surfaces. These restrictions should be included in the Covenants, Conditions, and Restrictions of the community. ► Provide education about water conservation and available programs and incentives.					

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	► In order to reduce stormwater runoff, which typically bogs down wastewater treatment systems and increases their energy consumption, construct driveways to single family detached residences and parking lots and driveways of multi-family residential uses with pervious surfaces. Possible designs include Hollywood drives (two concrete strips with vegetation or aggregate in between) and/or the use of porous concrete, porous asphalt, turf blocks, or pervious pavers. *Solid Waste Measures* ► Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard). ► Provide interior and exterior storage areas for recyclables and green waste at all buildings. ► Provide adequate recycling containers in public areas, including parks, school grounds, golf courses, and pedestrian zones in areas of mixed-use development. ► Provide education and publicity about reducing waste and available recycling services. *Transportation and Motor Vehicles* ► Promote ride sharing programs and employment centers (e.g., by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading zones and waiting areas for ride share vehicles, and providing a web site or message board for coordinating ride sharing). ► Provide the necessary facilities and infrastructure in all land use types to encourage the use of low or zero-emission vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations). ► At industrial and commercial land uses, all forklifts, "yard trucks," or vehicles that are predominately used on-site at non-residential land uses shall be electric-powered or powered by biofuels (such as biodiesel [B100]) that are produced from waste products, or shall use other technologies that do not rely on direct fossil fuel consumption.					

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	Golf Course Design and Operations Incorporate best management practices into the design and operation of any golf courses developed under the proposed project. Such practices include but are not limited to the use of low-maintenance grass, electric landscaping equipment and golf carts, electric-powered golf carts, bicycle rentals for patrons, use of drought-tolerant native plants, water-efficient irrigation systems and devices such as soil moisture-based irrigation controls, biodegradable golf tees, and development of a water conservation plan. Attain the review and approval of the full design and golf course operations plan from the Environmental Institute for Golf or a like-organization to be selected by the Sutter County Community Services Department.					