

5.0 MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>Operation Center monitoring and retiming of this intersection.</p> <p>5.6-17e At the 5th Street / I Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the signal phase time to 30 seconds for the northbound and southbound 5th Street approaches and decreasing the westbound I Street approach to 70 seconds. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the long-term cumulative impact to a less-than-significant level. The applicant of the proposed project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.</p> <p>5.6-17f At the 5th Street / L Street intersection, implement the near-term Mitigation Measure (e) (modification of signal phase splits). This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the long-term cumulative impact to a less-than-significant level. The applicant of the proposed project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.</p> <p>5.6-17g At the 7th Street / L Street intersection, implement the near-term Mitigation Measure (f) (modification of signal phase splits). This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the long-term cumulative impact to a less-than-</p>				

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	<p>significant level. The applicant of the proposed project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.</p> <p>5.6-17h. At the 8th Street / L Street intersection, implement the near-term Mitigation Measure (g) (modification of signal phase splits). This mitigation measure would improve traffic operations to LOS B during the p.m. peak hour and would reduce the long-term cumulative impact to a less-than-significant level. The applicant of the proposed project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.</p> <p>5.6-17i. At the 9th Street / J Street intersection, implement the near-term Mitigation Measure (h) (modification of signal phase splits). This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the long-term cumulative impact to a less-than-significant level. The applicant of the proposed project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.</p> <p>5.6-17j. At the 10th Street / J Street intersection, implement the near-term Mitigation Measure (i) (modification of signal phase splits). This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the long-term cumulative impact to a less-than-significant level. The applicant of the</p>				

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	<p>proposed project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.</p> <p>5.6-17k At the 12th Street / J Street intersection, modify the traffic signal phase splits during the p.m. peak period by increasing the eastbound J Street approach to 23 seconds and decreasing the southbound 12th Street and northbound right-turn movement signal phase time to 27 seconds. This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the long-term cumulative impact to a less-than-significant level.</p> <p>5.6-17l At the 15th Street / J Street intersection, implement the near-term Mitigation Measure (k) (modification of signal phase splits). This mitigation measure would reduce average delay by 59.2 seconds during the p.m. peak hour and would reduce the long-term cumulative impact to a less-than-significant level. The applicant of the proposed project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.</p> <p>5.6-17m At the 15th Street / X Street intersection, implement the near-term Mitigation Measure (l) (modification of signal phase splits). This mitigation measure would reduce average vehicle delay by 32.8 seconds during the p.m. peak hour and would reduce the long-term cumulative impact to a less-than-significant level. The applicant of the proposed project shall pay a fair share</p>				

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<p>Impact 5.6-18: Cumulative impacts to freeway mainline under long term plus project condition</p>	<p>to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection. 5.6-17n At the 16th Street / H Street intersection, implement the near-term Mitigation Measure (m) (modification of signal phase splits). This mitigation measure would improve traffic operations to LOS C during the p.m. peak hour and would reduce the long-term cumulative impact to a less-than-significant level. The applicant of the proposed project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of this intersection.</p>	<p>The applicant shall pay a fairshare contribution to the Downtown-Natomas-Airport Light Rail Extension (DNA)</p>	<p>Department of Development Services, Engineering Division, and Department of Transportation Engineering</p>	<p>Prior to occupancy</p>	<p>Department of Development Services, Engineering Division, and Department of Transportation Engineering shall verify compliance prior to issuing occupancy permits.</p>
<p>Impact 5.6-19 Cumulative impacts to freeway merge/diverge/ weave areas under long term plus project condition</p>	<p>5.6-18 Implement Mitigation Measure 5.6-2. 5.6-19 Implement Mitigation Measure 5.6-2.</p>	<p>The applicant shall pay a fairshare contribution to the Downtown-Natomas-Airport Light Rail Extension (DNA)</p>	<p>Department of Development Services, Engineering Division, and Department of Transportation Engineering</p>	<p>Prior to occupancy</p>	<p>Department of Development Services, Engineering Division, and Department of Transportation Engineering shall verify compliance prior to issuing occupancy permits.</p>

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Impact 5.6-20: Cumulative impacts to freeway ramp queues under long term plus project condition	5.6-20 Implement Mitigation Measures 5.6-17(a) and 5.6-2.	The applicant shall pay a fairshare contribution to the Downtown-Natomas-Airport Light Rail Extension (DNA)	Department of Development Services, Engineering Division, and Department of Transportation Engineering	Prior to occupancy	Department of Development Services, Engineering Division, and Department of Transportation Engineering shall verify compliance prior to issuing occupancy permits.
5.7 Urban Design					
Impact 5.7-2: Light and glare on roadways and sidewalks	5.7-2 (a) Prior to the issuance of building permits, construction drawings shall indicate that the configuration of exterior light fixtures emphasize close spacing and lower intensity light that is directed downward in order to minimize glare on adjacent uses. 5.7-2 (b) Highly reflective mirrored glass walls shall not be used as a primary building material for facades. Instead, Low E glass shall be used in order to reduce the reflective qualities of the building, while maintaining energy efficiency.	Project proponent shall provide construction drawings to Design Review with appropriate materials	Developer The City Design Review staff shall include conditions in the project's final design approvals, and forward to the Building Division.	Prior to issuance of building permits	The Building Division shall verify prior to issuing building permits. Applicant shall submit a copy of construction conditions to the City Project Coordinator
Impact 5.7-4 Cumulative light and glare on roadways and sidewalks	Implement Mitigation Measures 5.7-2 (a) and (b)	Project proponent shall provide construction drawings to Design Review with appropriate materials	Developer The City Design Review staff shall include conditions in the project's final design approvals, and forward to the Building Division.	Prior to issuance of building permits	The Building Division shall verify compliance prior to issuing building permits. Applicant shall submit a copy of construction conditions to the City Project Coordinator

Attachment 8 – Project Approval Resolution

RESOLUTION NO.

Adopted by the Sacramento City Council

APPROVING THE METROPOLITAN PROJECT (P05-205)

BACKGROUND

A. On May 22, 2008, the City Planning Commission conducted a public hearing on and approved with conditions the Metropolitan Project. On _____, _____ and _____ filed appeals of the Planning Commission’s decision to the City Council.

B. On July 15, 2008, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.200.010 (C)(2)(a), (b), and (c) (publication, posting, and mail 500’), and received and considered evidence concerning the Metropolitan project.

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

Section 1. Based on the verbal and documentary evidence received at the hearing on the Metropolitan Project, the City Council denies the appeal and approves the Project entitlements based on the findings of fact and subject to the conditions of approval as set forth below.

Section 2. The City Council approves the Project entitlements based on the following findings of fact:

A/B. Environmental Determination: The Environmental Impact Report and Mitigation Monitoring Program for the Project has been adopted by Resolution No.

_____.

C. Tentative Map: The Tentative Map to subdivide 0.96 gross acres into one lot for condominium purposes in the Central Business District Special Planning District (C-3-SPD) zone is approved based on the following findings of fact:

1. None of the conditions described in Government Code Section 66474, subsection (a) through (g), inclusive, exist with respect to the proposed subdivision as follows:

2. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the City General Plan, the Central City Community Plan

and Title 16 Subdivisions of the City Code, which is a specific plan of the City (Gov. Code §66473.5);

3. The discharge of waste from the proposed subdivision into the existing community sewer system will not result in a violation of the applicable waste discharge requirements prescribed by the California Regional Water Quality Board, Central Valley Region, in that existing treatment plants have a design capacity adequate to service the proposed subdivision (Gov. code §66474.6);

4. The design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating and cooling opportunities (Gov. Code §66473.1);

5. The Planning Commission has considered the effect of the approval of this tentative subdivision map on the housing needs of the region and has balanced these needs against the public service needs of its residents and available fiscal and environmental resources (Gov. Code §66412.3).

D/E. Special Permits: The Special Permits for a major project, to develop 320 condominium units or 190 condominium units/190 hotel rooms are approved based on the following Findings of Fact:

1. The project is based on sound principles of land use in that:
 - a. the commercial retail and residential uses are allowed by right in the Central Business District Special Planning District (C-3-SPD) zone;
 - b. the project will increase ridership of the light rail and bus system and promote housing units in the Central City.
2. The project will not be detrimental to the public health, safety and welfare nor result in the creation of a public nuisance in that:
 - a. adequate parking has been provided in the proposal;
 - b. public transit is available within 350 feet of the project site, and
 - c. the commercial retail and residential condominiums will provide “eyes on the street”, activating the streets increasing safety in the central core area.
3. The project is consistent with the General Plan and Central City Community Plan policies which promote mixed use development that incorporates non-retail uses (including residential) within commercial districts near light rail stations.

F. Special Permit: The Special Permit to allow tandem parking is approved based on the following Findings of Fact:

1. The project is based on sound principles of land use in that the proposed project will provide adequate onsite parking and tandem spaces provide an option for residential users to have an additional designated off-street parking space.

2. The project will not be detrimental to the public health, safety and welfare nor result in the creation of a public nuisance in that assigned parking for two separate units will not be fulfilled with the same tandem set of parking spaces.; and

3. The project is consistent with the Central City Community Plan designation of Multi Use and the Central Business District Special Planning District (C-3-SPD) zone which allows commercial retail by right and residential condominiums with the issuance of a Special Permit.

G. Variance: The Variance to reduce parking maneuvering area from 26 feet to 25 feet is approved based on the following Findings of Fact:

1. Granting the variances does not constitute a special privilege extended to an individual property owner in that variances would be granted to other property owners facing similar circumstances where support columns are located in a structured parking garage.

2. Granting the variances will not be detrimental to the public welfare nor result in the creation of a public nuisance in that the spaces will meet standard and compact dimensions and the reduction in maneuvering area will not affect the flow of street traffic;

3. Granting the variances does not constitute a use variance in that a structured parking garage is allowed in the Central Business District Special Planning District (C-3-SPD) zone; and

4. The project is consistent with the General Plan, Central City Community Plan relating to providing adequate parking for proposed uses to prevent exacerbating on-street parking.

Section 3. The City Council approves the Project entitlements subject to the following conditions of approval:

C. Tentative Map: The Tentative Map to subdivide 0.96 gross acres into one lot for condominium purposes in the Central Business District Special Planning District (C-3-SPD) zone is approved subject to the following conditions of approval:

NOTE: These conditions shall supersede any contradictory information shown on the Tentative Map approved for this project (P05-205). The design of any improvement not covered by these conditions shall be to City standard.

The applicant shall satisfy each of the following conditions prior to filing the Final Map unless a different time for compliance is specifically stated in these conditions. Any condition requiring an improvement that has already been designed and secured under a City approved improvement agreement may be considered satisfied at the discretion of the Development Engineering Division:

GENERAL: All Projects

- C1. Pay off existing assessments, or file the necessary segregation requests and fees to segregate existing assessments;
- C2. Pursuant to City Code Section 16.40.190, indicate easements on the Final Map to allow for the placement of centralized mail delivery units. The specific locations for such easements shall be subject to review and approval of the Development Engineering Division after consultation with the U.S. Postal Service;
- C3. Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (P05-205);
- C4. Show all continuing and proposed/required easements on the Parcel Map;
- C5. If unusual amounts of bone, stone, or artifacts are uncovered, work within 50 meters of the area will cease immediately and a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant effect before construction resumes. A note shall be placed on the final improvement plans referencing this condition;

DEF: Streets

- C6. Construct standard subdivision improvements as noted in these conditions pursuant to section 16.48.110 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Development Engineering Division. Improvements required shall be determined by the city. Any public improvement not specifically noted in these conditions or on the Tentative Map shall be designed and constructed to City standards. This shall include street lighting and the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk fronting the property per City standards and to the satisfaction of the Development Engineering Division;
- C7. The applicant shall repair/reconstruct the existing alley (if needed) per City Standards (in Concrete) and to the satisfaction of the Development Engineering Division. The limit of the repair shall be from 10th Street to 11th Street and shall include the alley driveways;

- C8. The applicant shall install bulb outs/ curb extensions where there is on-street parking in the Central City area, or as directed by the Department Of Transportation (DOT) and Development Services Department (DSD). Locations must be approved by the DOT/DSD;
- C9. The design and placement of walls, fences, signs and Landscaping near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height. The area of exclusion shall be determined by the Development Engineering Division;
- C10. The applicant of the proposed project shall pay a fair share to recover the costs of the City's Traffic Operation Center monitoring and retiming of all listed intersections in the Mitigation Monitoring Plan;
- C11. The applicant shall install signs in the alleyway to prohibit loading and unloading in the alley during peak hours (AM and PM) to the satisfaction of the Development Engineering Division;
- C12. Construct/ reconstruct A.D.A. compliant ramps (if needed) at the north-east corner of the intersection of "J" Street and 10th Street, and at the north-west corner of "J" Street and 11th Street per City standards and to the satisfaction of the Development Engineering Division;
- C13. This project shall require street lighting per City standards. There is an existing street lighting system around this project area. Improvements of right-of-way may require modification to the existing system. Electrical equipment shall be protected and remain functional during construction;
- C14. The applicant shall make provisions for bus stops, shelters, transit centers, etc. to the satisfaction of Regional Transit;

CITY UTILITIES

- C15. The condominium units shall have a separate street tap for a metered domestic water service;
- C16. The clubhouse and pool area shall have a separate street tap for a metered domestic water service;
- C17. The non-residential space such as retail/commercial shall have a separate street tap for a metered domestic water service;

- C18. Common area landscaping shall have a separate street tap for a metered irrigation service;
- C19. Excess water services shall be abandoned to the satisfaction of the Department of Utilities;
- C20. Per City Code, the point of service for water, sewer and storm drain service is located at the back of curb for separated sidewalks and at the back of sidewalk for attached sidewalks. The onsite water, sewer and storm drain systems shall be private systems maintained by the ownership association;
- C21. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance requires the applicant to show erosion and sediment control methods on the improvement plans. These plans shall also show the methods to control urban runoff pollution from the project site during construction;

PPDD: Parks

- C22. **Payment of In-lieu Park Fee:** Pursuant to Sacramento City Code Chapter 16.64 (Parkland Dedication) the applicant shall pay to City an in-lieu park fee in the amount determined under SCC §§16.64.040 and 16.64.050 equal to the value of land prescribed for dedication under 16.64.030 and not satisfied by dedication. (See Advisory Note);
- C23. **Maintenance District:** The applicant shall initiate and complete the formation of a parks maintenance district (assessment or Mello-Roos special tax district), or annex the project into an existing parks maintenance district. The applicant shall pay all city fees for formation of or annexation to a parks maintenance district. (Contact Development Services Department, Special Districts, Project Manager. In assessment districts, the cost of neighborhood park maintenance is equitably spread on the basis of special benefit. In special tax districts, the cost of neighborhood park maintenance is spread based upon the hearing report, which specifies the tax rate and method of apportionment.);

MISCELLANEOUS

- C24. Form a Homeowner's Association. CC&R's shall be approved by the City and recorded assuring maintenance of private drives, common parking areas, common landscaping areas and common open space areas. The Homeowner's Association shall maintain all private drives and all common uses described above.

D-F. Special Permits: The Special Permits for a major project, to develop 320 condominium units or 190 condominiums/190 hotel rooms, and tandem parking are approved subject to the following conditions of approval: