

RESOLUTION NO. 2008-543

Adopted by the Sacramento City Council

July 29, 2008

ADOPTING FINDINGS AND A STATEMENT OF OVERRIDING CONSIDERATIONS, CERTIFYING THE SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT, AND ADOPTING THE MITIGATION MONITORING PROGRAM FOR THE 65th STREET CENTER PROJECT (P07-063)

BACKGROUND

- A. On June 12, 2008, the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve with conditions the 65th Street Center (P07-063) Project (the Proposed Project or Project).
- B. On July 29, 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 Project.

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

Section 1. The City Council finds as follows:

- A. The proposed project is located in the northwest quadrant of the South 65th Street Area Plan. Accordingly, the environmental impacts of redevelopment in the Area Plan have been previously evaluated in the South 65th Street Area Plan Environmental Impact Report (Area Plan EIR). On November 9, 2004, the City Council certified the Area Plan EIR and, having reviewed and considered the information contained in the EIR, adopted Findings of Fact and a Statement of Overriding Considerations, adopted a mitigation monitoring program, and approved the South 65th Street Area Plan (M01-064).
- B. The 65th Street Center (P07-063) Project is consistent with the type, location, and intensity of uses designed for the project site in the Area Plan. The proposed project includes construction and operation of a Target store to be constructed at the northeast corner of 65th Street and 4th Avenue, occupying the second floor of the main building, with parking and retail shops on the ground level. The main building would connect to the frontage streets via a pedestrian plaza, with additional retail buildings along 65th Street and 4th Avenue. Specific entitlements include:
 - General Plan Amendment of approximately 0.58 acres from the Medium Density Residential to Mixed Used land use designation;
 - Rezone of approximately 0.58 acres from Multi-Family (R-3) to the General Commercial Transit Overlay (C-2-TO) zones;

- Special Permit to develop an approximately 240,970 square foot mixed-use project (major project) within the General Commercial Transit Overlay (C-2-TO) zone;
- Special permit to exceed the maximum height allowed in the General Commercial Transit Overlay (C-2 –TO) zone;
- Tentative Map;
- Special Permit for shopping center signage within 660 feet of a freeway;
- Variance to reduce the required 26' vehicle maneuvering area;
- Variance to exceed the allowed attached sing area in the General Commercial Transit Overlay (C-2-TO) zone within 660' of a freeway;
- Variance to exceed the 20' sign placement height limit within 660' of a freeway;
- Plan Review of a 240,970 square foot commercial mixed-use project on approximately 10.6 acres in the in the General Commercial Transit Overlay (C-2-TO) zone.

C. While an Initial Study demonstrated that the Project would not result in any new significant environmental effects that were not previously identified in the Area Plan EIR or a substantial increase in the severity of a significant effects previously identified in the Area Plan EIR, a determination was made that the City of Sacramento would evaluate the project-specific environmental impacts in a Supplemental Environmental Impact Report (SEIR) in order to provide additional opportunities for the public to review and comment upon the proposed Project. In particular, minor additions and changes were necessary to make the EIR previously certified for the South 65th Street Area Plan adequate for the Project. A supplement to the previously certified EIR for the South 65th Street Area Plan was then prepared to address the project-specific environmental impacts.

Section 2. The City Council certifies that the Supplement to the South 65th Street Area Plan EIR (SEIR) was prepared, published, circulated and reviewed in accordance with the requirements of CEQA, the State CEQA Guidelines and the Sacramento Local Environmental Procedures, and that the Final EIR as revised by the SEIR constitutes an adequate, accurate, objective and complete Final Environmental Impact Report in full compliance with the requirements of CEQA, the State CEQA Guidelines and the Sacramento Local Environmental Procedures.

Section 3. The City Council certifies that the Final EIR as revised by the SEIR has been presented to it, that the City Council has reviewed and considered the information contained in the Final EIR as revised by the SEIR prior to acting on the proposed Project Modification, and that the EIR reflects the City Council's independent judgment and analysis.

Section 4. Pursuant to CEQA Guidelines Sections 15091 and 15093, and in support of its approval of the Project, the City Council adopts the attached Findings of Fact and Statement of Overriding Considerations in support of approval of the Project as set forth in the attached Exhibit A of this Resolution.

Section 5. Pursuant to CEQA section 21081.6 and CEQA Guidelines section 15091, and in support of its approval of the Project, the City Council adopts the Mitigation

Monitoring Program to require all reasonably feasible mitigation measures be implemented by means of Project conditions, agreements, or other measures, as set forth in the Mitigation Monitoring Program as set forth in Exhibit B of this Resolution.

Section 6. The City Council directs that, upon approval of the Project, the City's Environmental Planning Services shall file a notice of determination with the County Clerk of Sacramento County and, if the Project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to the provisions of CEQA section 21152.

Section 7. Pursuant to Guidelines section 15091(e), the documents and other materials that constitute the record of proceedings upon which the City Council has based its decision are located in and may be obtained from, the Office of the City Clerk at 915 I Street, Sacramento, California. The City Clerk is the custodian of records for all matters before the City Council.

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Exhibit A - CEQA Findings of Fact and Statement of Overriding Considerations for the 65th Street Center (P07-063) Project

Exhibit B – Mitigation Monitoring Program

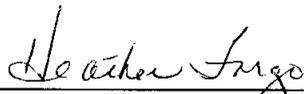
Adopted by the City of Sacramento City Council on July 29, 2008 by the following vote:

Ayes: Councilmembers Cohn, Fong, Hammond, McCarty, Pannell, Sheedy, Tretheway, Waters, and Mayor Fargo.

Noes: None.

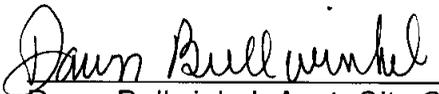
Abstain: None.

Absent: None.



Mayor Heather Fargo

Attest:



Dawn Bullwinkel, Asst. City Clerk

**CEQA FINDINGS OF FACT AND STATEMENT OF OVERRIDING
CONSIDERATIONS FOR THE 65TH STREET CENTER (P07-063) PROJECT**

Description of the Project

The proposed project includes construction and operation of a Target store at the northeast corner of 65th Street and 4th Avenue, occupying the second floor of the main building, with parking and retail shops on the ground level. The main building would connect to the frontage streets via a pedestrian plaza, with additional retail buildings along 65th Street and 4th Avenue. Specific entitlements include:

- General Plan Amendment of approximately 0.58 acres from the Medium Density Residential to Mixed Used land use designation;
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- Variance to exceed the allowed attached sign area in the General Commercial Transit Overlay (C-2-TO) zone within 660' of a freeway;
- Variance to exceed the 20' sign placement height limit within 660' of a freeway;
- Plan Review of a 240,970 square foot commercial mixed-use project on approximately 10.6 acres in the in the General Commercial Transit Overlay (C-2-TO) zone.

Findings Required Under CEQA

1. Procedural Findings

The City Council of the City of Sacramento finds as follows:

- a. A Notice of Preparation of the Draft Supplemental Environmental Impact Report (SEIR) was filed with the Office of Planning and Research and each responsible and trustee agency on January 3, 2008 and was circulated for public comments from January 3 through February 4, 2008. Relevant comments received in response to the NOP were incorporated into the Draft SEIR.
- b. A Notice of Completion (NOC) and copies of the Draft SEIR were distributed to the Office of Planning and Research on March 14, 2008 to those public agencies that have jurisdiction by law with respect to the Project, or which exercise authority over resources that may be affected by the Project, and to

other interested parties and agencies as required by law. The comments of such persons and agencies were sought.

- c. An official 45-day public comment period for the Draft SEIR was established by the Office of Planning and Research. The public comment period began on March 14, 2008 and ended on April 28, 2008.
- d. A Notice of Availability (NOA) of the Draft SEIR was mailed to all interested groups, organizations, and individuals who had previously requested notice in writing on March 14, 2008. The NOA stated that the City of Sacramento had completed the Draft SEIR and that copies were available at the City of Sacramento, Development Services Department, then located at 2101 Arena Boulevard, Suite 200 Sacramento, California 95834. The letter also indicated that the official 45-day public review period for the Draft SEIR would end on April 28, 2008.
- e. A public notice was placed in the Daily Recorder on March 14, 2008, which stated that the Draft SEIR was available for public review and comment.
- f. A public notice was posted in the office of the Sacramento County Clerk on March 14, 2008.
- g. Following closure of the public comment period, all comments received on the Draft SEIR during the comment period, the City's written responses to the significant environmental points raised in those comments, and additional information added by the City were added to the Draft SEIR to produce the Final SEIR.

2. Record of Proceedings

The following information is incorporated by reference and made part of the record supporting these findings:

- a. The Draft and Final SEIR and all documents relied upon or incorporated by reference;
- b. The City of Sacramento General Plan, City of Sacramento, January, 1988 and all updates;
- c. Environmental Impact Report City of Sacramento General Plan Update, City of Sacramento, March, 1987 and all updates;
- d. Findings of Fact and Statement of Overriding Considerations for the Adoption of the Sacramento General Plan Update, City of Sacramento, 1988 and all updates;
- e. Zoning Ordinance of the City of Sacramento;

- f. Blueprint Preferred Scenario for 2050, Sacramento Area Council of Governments, December, 2004;
- g. South 65th Street Area Plan;
- h. South 65th Street Area Plan EIR (Area Plan EIR) and the Findings of Fact and Statement of Overriding Considerations set forth in City Council Resolution No. 2004-866
- i. The Mitigation Monitoring Program for the South 65th Street Area Plan and the Project; and
- j. All records of decision, staff reports, memoranda, maps, exhibits, letters, synopses of meetings, and other documents approved, reviewed, relied upon, or prepared by any City commissions, boards, officials, consultants, or staff relating to the Project and Project Modification.

3. Findings

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environment impacts that would otherwise occur. Mitigation measures or alternatives are not required, however, where such changes are infeasible or where the responsibility for the project lies with some other agency. (CEQA Guidelines, § 15091, sub. (a), (b).)

With respect to a project for which significant impacts are not avoided or substantially lessened, a public agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the project's "benefits" rendered "acceptable" its "unavoidable adverse environmental effects." (CEQA Guidelines, §§ 15093, 15043, sub. (b); see also Pub. Resources Code, § 21081, sub. (b).)

In seeking to effectuate the substantive policy of CEQA to substantially lessen or avoid significant environmental effects to the extent feasible, an agency, in adopting findings, need not necessarily address the feasibility of both mitigation measures and environmentally superior alternatives when contemplating approval of a proposed project with significant impacts. Where a significant impact can be mitigated to an "acceptable" level solely by the adoption of feasible mitigation measures, the agency, in drafting its findings, has no obligation to consider the feasibility of any environmentally superior alternative that could also substantially lessen or avoid that same impact — even if the alternative would render the impact less severe than would the proposed project as mitigated. (*Laurel Hills Homeowners Association v. City Council* (1978) 83 Cal.App.3d 515, 521; see also *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 730-731; and *Laurel Heights Improvement Association v. Regents of the University of California ("Laurel Heights I")* (1988) 47 Cal.3d 376, 400-403.)

In these Findings, the City first addresses the extent to which each significant environmental effect can be substantially lessened or avoided through the adoption of feasible mitigation measures. Only after determining that, even with the adoption of all feasible mitigation

measures, an effect is significant and unavoidable does the City address the extent to which alternatives described in the Final EIR as revised by the SEIR are (i) environmentally superior with respect to that effect and (ii) "feasible" within the meaning of CEQA.

In cases in which a project's significant effects cannot be mitigated or avoided, an agency, after adopting proper findings, may nevertheless approve the project if it first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the "benefits of the project outweigh the significant effects on the environment." (Public Resources Code, Section 21081, sub. (b); see *also*, CEQA Guidelines, Sections 15093, 15043, sub.(b).) In the Statement of Overriding Considerations found at the end of these Findings, the City identifies the specific economic, social, and other considerations that, in its judgment, outweigh the significant environmental effects that the Project will cause.

In support of its approval of the Project, the City Council makes the following findings for each of the significant environmental effects and alternatives of the Project identified in the Final EIR as revised by the SEIR pursuant to Section 21080 of CEQA and section 15091 of the CEQA Guidelines:

A. Environmental Impacts Not Requiring Mitigation

Environmental impacts not requiring mitigation were evaluated in the Draft SEIR, Initial Study included in the Draft SEIR, and the Area Plan EIR .

B. Significant or Potentially Significant Impacts Mitigated to a Less Than Significant Level.

The following significant and potentially significant environmental impacts of the Project, including cumulative impacts, are being mitigated to a less than significant level and are set out below. Pursuant to section 21081(a)(1) of CEQA and section 15091(a)(1) of the CEQA Guidelines, as to each such impact, the City Council, based on the evidence in the record before it, finds that changes or alterations incorporated into the Project by means of conditions or otherwise, mitigate, avoid or substantially lessen to a level of insignificance these significant or potentially significant environmental impacts of the Project Modification. The basis for the finding for each identified impact is set forth below.

Air Quality

Impact 4.1-1: Air Quality-Short-Term Construction-Related Emissions of Criteria Pollutants

The SEIR identified the potential for ozone precursor emissions (NO_x and ROG) and PM₁₀ to adversely affect regional air quality. The modeling performed for the proposed project determined that the maximum emissions of NO_x from construction would be below the construction significance threshold and would be less than significant. Additionally, since the construction activities associated with the project are not anticipated to exceed the thresholds for ROG and NO_x, the project is below the PM₁₀ threshold as well. However, Mitigation Measure 5.2-1(c) from the Area Plan EIR requires all projects within the South 65th Street Area comply with SMAQMD's Rule 403 for fugitive dust during construction. Without

mitigation, this is a *significant impact*.

Therefore, the following mitigation measure from the Area Plan EIR has been adopted to address this impact:

Area Plan EIR Mitigation Measure 5.2-1(c):

Development projects shall comply with SMAQMD Rule 403, Fugitive Dust, for demolition and construction of fugitive dust. To ensure compliance with Rule 403, approval to commence project construction shall not be given until contractor submits a construction dust mitigation plan deemed satisfactory by the City and the SMAQMD. This plan shall specify measures that will be implemented to ensure that emissions of fugitive dust from being airborne beyond the property line from which the emission originates, demonstrate the availability of needed equipment and personnel, and identify a responsible individual who, if needed, can authorize the implementation of additional measures. The following measures shall be included, at a minimum, to reduce fugitive dust emissions in compliance with Rule 403:

- All disturbed areas, including storage piles that are not being actively used for construction purposes, shall be effectively stabilized of dust emissions using water, a chemical stabilizer or suppressant, or vegetative ground cover.
- All onsite unpaved roads and offsite unpaved access roads shall be effectively stabilized of dust emissions using water or a chemical stabilizer or suppressant.
- When materials are transported offsite, all material shall be covered, effectively wetted to limit visible dust emissions, or maintained with at least 6 inches of freeboard space from the top of the container.
- All operations shall limit or expeditiously remove the accumulation of project-generated mud or dirt from adjacent public streets at least once every 24 hours when operations are occurring.
- After materials are added to or removed from the surfaces of outdoor storage piles, the storage piles shall be effectively stabilized of fugitive dust emissions using sufficient water or a chemical stabilizer/suppressant.
- Onsite vehicle speeds on unpaved roads shall be limited to 15 mph.
- Wheel washers shall be installed for all trucks and equipment exiting unpaved areas or wheels shall be washed to remove accumulated dirt before such vehicles leave the site.
- Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from adjacent project areas with slope greater than 1%.
- Excavation and grading activities shall be suspended when winds exceed 20 mph.
- The extent of areas simultaneously subject to excavation and grading shall be limited, wherever possible, to the minimum area feasible.

Finding:

Impact 4.1-1 can be reduced to a less-than-significant level through implementation of Area Plan Mitigation Measure 5.1-1, as discussed on pages 4.1-3 through 4.1-4 of the Draft SEIR and pages 5.2-15 through 5.2-17 of the Area Plan EIR. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the Draft SEIR.

Demolition activities are required to conform to the rules and guidelines outlined in SMAQMD Rule 403 (Fugitive Dust) concerning fugitive dust associated with construction activities, including demolition. Rule 403 requires the application of water or chemicals for the control of fugitive dust associated with demolition, clearing of land, construction of roadways, and any other construction operation that may potentially generate dust—including the stockpiling of dust-producing materials.

In order to reduce construction-phase dust emissions, standard dust abatement measures are routinely required by the City as a part of the development permit process. Such measures typically include watering all construction-sites as necessary to reduce dust emissions, covering stockpiles and haul trucks, sweeping dirt from paved surfaces, and suspending earthmoving activities on very windy days.

Implementation of Mitigation Measure 5.1-1 would reduce the impact of short-term construction increases in PM₁₀ emissions. The impact will be less than significant after mitigation.

Traffic

Impact 4.3-1: 65th Street @ Folsom Boulevard.

Baseline plus Proposed Project Conditions – The addition of traffic associated with the proposed project would cause this intersection, which operates below the City's LOS C threshold without the proposed project during the AM and PM peak-hours, to experience an increase in delay greater than 5 seconds. Without mitigation, this is a *significant impact*.

Cumulative (2027) plus Proposed Project Conditions – The addition of traffic associated with the proposed project would cause this intersection, which operates below the City's LOS C threshold without the proposed project during the PM peak-hour, to experience an increase in delay greater than 5 seconds. Without mitigation, this is a *significant impact*.

The following mitigation measure(s) has been adopted to address this impact:

Mitigation Measure 4.3-1: The significant impacts at this intersection during the PM peak-hour can be mitigated with the addition of a westbound left-turn lane. This mitigation measure reduces the average delay to below without project conditions during the PM peak-hour under Baseline plus Proposed Project and Cumulative (2027) plus Proposed Project Conditions

Finding:

This impact can be reduced to a less-than-significant level through implementation of Mitigation Measure 4.3-1. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the SEIR.

Impact 4.3-2: 65th Street @ Q Street.

Cumulative (2027) plus Proposed Project Conditions – The addition of traffic associated with the proposed project would cause this intersection, which operates below the City's LOS C threshold without the proposed project during the PM peak-hour, to experience an increase in delay greater than 5 seconds. Without mitigation, this is a *significant impact*.

The following mitigation measure(s) has been adopted to address this impact:

Mitigation Measure 4.3-2: The significant impacts at this intersection during the PM peak-hour can be mitigated with optimized corridor signal timings. In addition, the applicant shall also pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along the corridor. This mitigation measure results in LOS C during the PM peak-hour under Cumulative (2027) plus Proposed Project Conditions.

Finding:

This impact can be reduced to a less-than-significant level through implementation of Mitigation Measure 4.3-2. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the SEIR.

Impact 4.3-3: 65th Street @ S Street/US-50 WB off-Ramp.

Baseline plus Proposed Project Conditions – The addition of traffic associated with the proposed project would cause this intersection, which operates below the City's LOS C threshold without the proposed project during the PM peak-hour, to experience an increase in delay greater than 5 seconds. Without mitigation, this is a *significant impact*.

Cumulative (2027) plus Proposed Project Conditions – The addition of traffic associated with the proposed project would cause this intersection, which operates below the City's LOS C threshold without the proposed project during the PM peak-hour, to experience an increase in delay greater than 5 seconds. Without mitigation, this is a *significant impact*.

The following mitigation measure(s) has been adopted to address this impact:

Mitigation Measure 4.3-3: The significant impacts at this intersection during the PM peak-hour can be mitigated with optimized corridor signal timings. In addition, the applicant shall also pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along the corridor. This mitigation measure reduces the average delay to below without project conditions during the PM peak-hour under Baseline plus Proposed Project and Cumulative (2027) plus Proposed Project Conditions.

Finding:

This impact can be reduced to a less-than-significant level through implementation of Mitigation Measure 4.3-3. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the SEIR.

Impact 4.3-4: 65th Street @ US-50 EB off-Ramp.

Baseline plus Proposed Project Conditions – The addition of traffic associated with the proposed project would cause this intersection, which operates below the City's LOS C threshold without the proposed project during the PM peak-hour, to experience an increase in delay greater than 5 seconds. Without mitigation, this is a *significant impact*.

Cumulative (2027) plus Proposed Project Conditions – The addition of traffic associated with the proposed project would cause this intersection, which operates below the City's LOS C threshold without the proposed project during the PM peak-hour, to experience an increase in delay greater than 5 seconds. Without mitigation, this is a *significant impact*.

The following mitigation measure(s) has been adopted to address this impact:

Mitigation Measure 4.3-4: The significant impacts at this intersection during the PM peak-hour can be mitigated with the addition of a northbound through lane and optimization of the corridor signal timings. In addition, the applicant shall also pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along the corridor. This mitigation measure reduces the average delay to below without project conditions during the PM peak-hour under Baseline plus Proposed Project. This mitigation measure results in LOS C during the PM peak-hour under Cumulative (2027) plus Proposed Project Conditions.

Finding:

This impact can be reduced to a less-than-significant level through implementation of Mitigation Measure 4.3-4. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the SEIR.

Impact 4.3-5: 65th Street @ 4th Avenue.

Baseline plus Proposed Project Conditions – The addition of traffic associated with the proposed project would cause this intersection, which operates below the City's LOS C threshold without the proposed project during the PM peak-hour, to experience an increase in delay greater than 5 seconds. Without mitigation, this is a *significant impact*.

Cumulative (2027) plus Proposed Project Conditions – The addition of traffic associated with the proposed project would cause this intersection, which operates below the City's LOS C threshold without the proposed project during the PM peak-hour, to experience an increase in delay greater than 5 seconds. Without mitigation, this is a *significant impact*.

The following mitigation measure(s) has been adopted to address this impact:

Mitigation Measure 4.3-5: The significant impacts at this intersection during the PM peak-hour can be mitigated by extending the westbound right-turn and left-turn pocket to 300 feet. This mitigation measure reduces the average delay to below without project conditions during

the PM peak-hour under Baseline plus Proposed Project. This mitigation measure results in LOS C during the PM peak-hour under Cumulative (2027) plus Proposed Project Conditions.

Finding:

This impact can be reduced to a less-than-significant level through implementation of Mitigation Measure 4.3-5. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the SEIR.

Impact 4.3-6: 65th Street @ Broadway.

Baseline plus Proposed Project Conditions – The addition of traffic associated with the proposed project causes this intersection to change from LOS C to LOS D during the AM peak-hour. Furthermore, the addition of traffic associated with the proposed project would cause this intersection, which operates below the City’s LOS C threshold without the proposed project during the PM peak-hour, to experience an increase in delay greater than 5 seconds. Without mitigation, this is a *significant impact*.

Cumulative (2027) plus Proposed Project Conditions – The addition of traffic associated with the proposed project causes this intersection to change from LOS C to LOS D during the AM peak-hour. Furthermore, the addition of traffic associated with the proposed project would cause this intersection, which operates below the City’s LOS C threshold without the proposed project during the PM peak-hour, to experience an increase in delay greater than 5 seconds. Without mitigation, this is a *significant impact*.

The following mitigation measure(s) has been adopted to address this impact:

Mitigation Measure 4.3-6: The significant impact at this intersection during the AM and PM peak-hours can be mitigated with optimized corridor signal timings. In addition, the applicant shall also pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along the corridor. This mitigation measure results in LOS C during the AM peak-hour under both Baseline plus Proposed Project and Cumulative (2027) plus Proposed Project Conditions. Furthermore, this mitigation measure reduces the average delay to below without project conditions during the PM peak-hour under both Baseline plus Proposed Project and Cumulative (2027) plus Proposed Project Conditions.

Finding:

This impact can be reduced to a less-than-significant level through implementation of Mitigation Measure 4.3-6. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the SEIR.

Impact 4.3-7: 65th Street @ 14th Avenue.

Baseline plus Proposed Project Conditions – The addition of traffic associated with the proposed project would cause this intersection, which operates below the City’s LOS C threshold without the proposed project during the AM and PM peak-hours, to experience an increase in delay greater than 5 seconds. Without mitigation, this is a *significant impact*.

Cumulative (2027) plus Proposed Project Conditions – The addition of traffic associated with the proposed project would cause this intersection, which operates below the City’s LOS C threshold without the proposed project during the AM and PM peak-hours, to experience an increase in delay greater than 5 seconds. Without mitigation, this is a *significant impact*.

The following mitigation measure(s) has been adopted to address this impact:

Mitigation Measure 4.3-7: The significant impact at this intersection during the AM and PM peak-hours can be mitigated by allowing this intersection to run uncoordinated. In addition, the applicant shall also pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along the corridor. By excluding this intersection from the coordinated signals to the north, higher actuated cycle lengths is anticipated to allow this intersection to operate more efficiently by increasing the demand. This mitigation measure reduces the average delay to below without project conditions during the AM and PM peak-hours under both Baseline plus Proposed Project and Cumulative (2027) plus Proposed Project Conditions.

Finding:

This impact can be reduced to a less-than-significant level through implementation of Mitigation Measure 4.3-7. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the SEIR.

C. Significant and Unavoidable Impacts.

The following significant and potentially significant environmental impacts of the Project, including cumulative impacts, are unavoidable and cannot be mitigated in a manner that would substantially lessen the significant impact. Notwithstanding disclosure of these impacts, the City Council elects to approve the Project due to overriding considerations as set forth below in Section G, the Statement of Overriding Considerations.

Air Quality

Impact 4.1-2: Long-Term Operational Emissions of Criteria Pollutants: The SEIR identified operational emissions of NOx and ROG in excess of the applicable thresholds of significance of 65 pounds per day for each pollutant. The impact would be significant.

Mitigation identified in the Area Plan EIR would apply to reduce the significance of the impact. The applicable mitigation measure is as follows:

Mitigation Measure 5.2-2: Air Quality-Long Term Operational Emission of Criteria Pollutants: The City of Sacramento shall ensure that project applicants for future development in the South 65th Street Area Plan work with SMAQMD and the City of Sacramento to develop a mitigation plan to implement mitigation measures to reduce impacts.

The SEIR confirms that the Project applicant has prepared an Air Quality Mitigation Plan (AQMP), attached to the SEIR as Appendix 2. The plan has been endorsed by SMAQMD and would achieve an emission reduction of approximately 16.75 percent. To ensure that the provisions of the AQMP are implemented, the Final SEIR identifies the following mitigation measure:

Mitigation Measure 4.1-2: Air Quality Mitigation Plan

The applicant shall implement and comply with the provisions of the Air Quality

Mitigation Plan, dated February 5, 2008, as endorsed by the Sacramento Metropolitan Air Quality Management District.

Even with the reduction in emissions that would occur with implementation of the AQMP, impacts remain significant.

Finding:

As discussed on page 4.1-4 of the Draft SEIR, changes or alterations have been required in the project to reduce the impact, but the impact remains significant and unavoidable.

Impact 4.1-3: Short-Term Construction-Related Emissions of Criteria Pollutants: The SEIR identified impacts relating to construction based on the conservative assumption that several building projects could occur at the same time on page 4.1-5 of the Draft SEIR. No mitigation was identified for this impact, and it remains significant and unavoidable.

Findings: As discussed on page 4.1-5 of the Draft SEIR, no mitigation is available to reduce the impact, and it remains significant and unavoidable.

Impact 4.1-4: Long-Term Operational Emissions of Criteria Pollutants-Cumulative

The SEIR identified the impacts of the Project, when combined with other projects that are planned or likely to occur, as significant on a cumulative basis on page 4.1-5 of the Draft SEIR. No mitigation was identified for this impact.

Findings: As discussed on page 4.1-5 of the Draft SEIR, no mitigation is available to reduce the impact, and it remains significant and unavoidable.

D. Findings Related to Potential Climate Change Impacts

Potential climate change impacts were discussed in the Final SEIR beginning on page 4.8. The climate change analysis discussed the regulatory background, the different types of greenhouse gases, quantified the Project's emissions, and compared the project's emissions to Federal and State greenhouse gas inventories.

In considering whether to establish a significance threshold for greenhouse gases, the City has considered a number of recent resources discussing options for analyzing climate change and adopting significance thresholds. Additionally, the City has adopted many policies and programs to reduce greenhouse gas emissions as discussed in the Final SEIR beginning on page 4.12. However, since there is no consensus or definitive guidance on the analytical methodology that should be used to determine a project's relative impact on global climate change when measured in a global context, the City has not determined appropriate significance thresholds. However, the climate change analysis serves to fulfill the City's obligation to inform decision makers of the Project's potential impacts on climate change.

E. Findings Related to the Relationship Between Local Short-term Uses of the Environment and Maintenance and Enhancement of Long-term Productivity.

Based on the Final EIR as revised by the SEIR and the entire record before the City Council, the City Council makes the following findings with respect to the Project's balancing of local short term uses of the environment and the maintenance of long term productivity:

1. The Project is consistent with the South 65th Street Area Plan objectives and overall strategy, and promotes the long-term productivity for the project site.
2. The Project will promote economic vitality in the neighborhood, and will provide retail and shopping alternatives at a site that is now unused.
3. The Project will be designed in a manner to minimize impacts on the neighborhood and the environment generally.

F. Project Alternatives

The Final EIR identified the following alternatives to the South 65th Street Area Plan: no project, low density alternative and the General Plan build out alternative. Each of the alternatives was rejected. The following findings are made with regard to the alternatives as they relate to the Project:

No Project Alternative: Specific economic, social or other considerations make infeasible the No Project Alternative. The alternative would not meet any of the goals and objectives of the South 65th Street Area Plan. The Project has benefited from the planning undertaken subsequent to the adoption of the South 65th Street Area Plan, and planning undertaken with regard to transportation and utilities make the Project more feasible.

Low Density Alternative: Specific economic, social or other considerations make infeasible the Low Density Alternative. The Project is consistent with the long term planning for the area, which foresees a University Mixed Use District near CSUS and rejuvenation of the area in conjunction with increased use in light rail. The Project encourages development of the area in a manner consistent with the Area Plan.

General Plan Build out Alternative: Specific economic, social or other considerations make infeasible the General Plan Build out Alternative. The Project will encourage continued coordination with other projects, including the 65th Street Transit Village, and ongoing development of the CSUS campus, to create neighborhoods with mixed use. The increased density of development under the South 65th Street Area Plan, and proposed in the Project, will encourage and support such uses.

G. Statement of Overriding Considerations

Pursuant to Guidelines section 15093, the City Council finds that in approving the Project it has eliminated or substantially lessened all significant and potentially significant effects of the Project on the environment where feasible, as shown in Sections B. The City Council further finds that it has balanced the economic, legal, social, technological, and other benefits of the Project against the remaining unavoidable environmental risks in determining whether to approve the Project and has determined that those benefits outweigh the unavoidable environmental risks and that those risks are acceptable. The City Council makes this

statement of overriding considerations in accordance with section 15093 of the Guidelines in support of approval of the Project.

Statement of Overriding Considerations:

The City has balanced the benefits of the proposed Project against its unavoidable environmental risks in determining whether to approve the Project.

The Area Plan EIR and Draft SEIR has identified and discussed significant effects that may occur as a result of the Project. With the implementation of the mitigation measures, the impacts can be mitigated to a level of less than significant, except for the unavoidable and significant impact discussed in Section C herein.

The City has made a reasonable and good faith effort to eliminate or substantially mitigate the potential impacts resulting from the Project. To the extent any recommended mitigation measures are not incorporated, such mitigation measures are infeasible because they would impose restrictions on the Project that would prohibit the realization of the Project objectives and/or specific economic, social or other benefits that the City finds outweigh any environmental benefits of the alternatives.

The Statement of Overriding Considerations approved by the City Council at the time of the approval of the South 65th Street Area Plan is incorporated herein by reference. The findings and considerations identified important aspects of the South 65th Street Area Plan that would promote renewed economic vitality for the neighborhood, increased use of public transit and light rail, and promote integration with the ongoing development of the CSUS campus.

The Project is consistent with the South 65th Street Area Plan, and will develop the Project site with appropriate density, providing a mix of retail uses.

Notwithstanding disclosure of the significant impacts and the accompanying mitigation, the City has determined pursuant to Section 15093 of the CEQA Guidelines that the benefits of the Project outweigh the adverse impacts, and the proposed Project should be approved.

Exhibit B Mitigation Monitoring Plan

65th Street Center (P07-063) MITIGATION MONITORING PLAN

Introduction

This Mitigation Monitoring Plan (MMP) has been prepared for use in implementing mitigation for the 65th Street Center (proposed project).

The program has been prepared in compliance with State law and the Environmental Impact Report (EIR) (State Clearinghouse No. 2008012003) prepared for the project by the City of Sacramento.

The California Environmental Quality Act (CEQA) requires adoption of a reporting or monitoring program for those measures placed on a project to mitigate or avoid adverse effects on the environment (Public Resource Code Section 21081.6). The law states that the reporting or monitoring program shall be designed to ensure compliance during project implementation.

The monitoring program contains the following elements:

- 1) The mitigation measures are recorded with the action and procedure necessary to ensure compliance. In some instances, one action may be used to verify implementation of several mitigation measures.
- 2) A procedure for compliance and verification has been outlined for each action necessary. This procedure designates who will take action, what action will be taken and when, and to whom and when compliance will be reported.
- 3) The program has been designed to be flexible. As monitoring progresses, changes to compliance procedures may be necessary based upon recommendations by those responsible for the program. As changes are made, new monitoring compliance procedures and records will be developed and incorporated into the program.

Background

The following MMP incorporates applicable mitigation measures from the South 65th Street Area Plan Environmental Impact Report (Area Plan EIR), the 65th Street Center Initial Study, as well as the 65th Street Center Supplemental Environmental Impact Report (SEIR).

Some mitigation measures adopted in the Area Plan EIR were not included in this MMP since they are not applicable to the 65th Street Center (proposed project) due to the geographic location of the project or the nature of the proposed project. For instance, some mitigation measures intended to mitigate impacts to cultural and biological resources were not included in this MMP since those resources do not exist on the currently developed, but vacant, project site. Specifically, Area Plan EIR mitigation measures related to impacts to wetlands, owls, hawks, raptors, migratory birds and bats were not included herein since those resources are not present at the project site. Some measures related to hazardous materials contamination have not been included herein

65th Street Center (P07-063)
MITIGATION MONITORING PLAN

since they are not applicable, as demonstrated by the *Phase I Environmental Site Assessment* and *Limited Phase II Assessment*, attached as Appendix E to the Draft SEIR.

The wastewater mitigation was revised to reflect the fact that since the date of certification of the Area Plan EIR, the City has adopted a development fee ordinance that is applicable to the proposed project.

Finally, as discussed on page 4.3-2 of the Draft SEIR, project level traffic impacts were evaluated in the SEIR in order to refine the area-wide traffic analysis conducted in the Area Plan EIR. The effectiveness of the previously adopted mitigation measures to mitigate the project-level impacts were also evaluated and refined in order to ensure mitigation of project-level impacts. Those project-specific traffic mitigation measures have been included in the "65th Street Center SEIR" section below.

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VERIFICATION OF COMPLIANCE					
MITIGATION MEASURE	IMPLEMENTATION RESPONSIBILITY	MONITORING RESPONSIBILITY	COMPLIANCE STANDARDS	TIMING	VERIFICATION OF COMPLIANCE (INITIALS/DATE)
AIR QUALITY					
<p>Mitigation Measure 5.2-1(C) Short-Term Construction-Related Emission-Criteria Pollutants. Development projects shall comply with SMAQMD Rule 403, Fugitive Dust, for demolition and construction of fugitive dust. To ensure compliance with Rule 403, approval to commence project construction shall not be given until the contractor submits a construction dust mitigation plan deemed satisfactory by the City and SMAQMD. This plan shall specify control measures that will be implemented to ensure that emissions of fugitive dust from being airborne beyond the property line from which the emission originates, demonstrate the availability of needed equipment and personnel, and identify a responsible individual who, if needed, can authorize the implementation of additional measures. The following measures shall be included, at a minimum, to reduce fugitive dust emissions in compliance with</p>	<p>City of Sacramento and developers</p>	<p>City of Sacramento Alternate Modes Coordinator in coordination with SMAQMD</p>	<p>Plans and all other required mitigation shall be approved by the City before issuance of building-grading permits and shall be fully implemented before and during construction</p>	<p>Measures shall be fully implemented before and during construction of all projects.</p>	

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		VERIFICATION OF COMPLIANCE				
MITIGATION MEASURE	IMPLEMENTATION RESPONSIBILITY	MONITORING RESPONSIBILITY	COMPLIANCE STANDARDS	TIMING	VERIFICATION OF COMPLIANCE (INITIALS/DATE)	
<p>Rule 403:</p> <ul style="list-style-type: none"> All disturbed areas, including storage piles that are not being actively used for construction purposes, shall be effectively stabilized of dust emissions using water, a chemical stabilizer or suppressant, or vegetative ground cover. All onsite unpaved roads and offsite stabilized of dust emissions using water or a chemical stabilizer or suppressant. When materials are transported offsite, all material shall be covered, effectively wetted to limit visible dust emissions, or maintained with at least 6 inches of freeboard space from the top of the container. All operations shall limit or expeditiously remove the accumulation of project-generated mud 						

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			VERIFICATION OF COMPLIANCE			
MITIGATION MEASURE	IMPLEMENTATION RESPONSIBILITY	MONITORING RESPONSIBILITY	COMPLIANCE STANDARDS	TIMING	VERIFICATION OF COMPLIANCE (INITIALS/DATE)	
<p>or dirt from adjacent public streets at least once every 24 hours when operations are occurring.</p> <ul style="list-style-type: none"> • After material are added to or removed from the surfaces of outdoor storage piles, the storage piles shall be effectively stabilized of fugitive dust emissions using sufficient water or a chemical stabilizer/suppressant. • Onsite vehicle speeds on unpaved roads shall be limited to 15 mph. • Wheel washers shall be installed for all trucks and equipment exiting unpaved areas or wheels shall be washed to remove accumulated dirt before such vehicles leave the site. • Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from adjacent project areas with a 		b				

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			VERIFICATION OF COMPLIANCE			
MITIGATION MEASURE	IMPLEMENTATION RESPONSIBILITY	MONITORING RESPONSIBILITY	COMPLIANCE STANDARDS	TIMING	VERIFICATION OF COMPLIANCE (INITIALS/DATE)	
<p>slope greater than 1%.</p> <ul style="list-style-type: none"> Excavation and grading activities shall be suspended when winds exceed 20 mph. The extent of areas simultaneously subject to excavation and grading shall be limited, wherever possible, to the minimum area feasible. 						
<p>NOISE Mitigation Measure 5.3-2(B), Stationary Source Noise. The City of Sacramento shall ensure that project applicants for future development in the South 65th Street Plan Area project area implement the following:</p> <ul style="list-style-type: none"> All mechanical building equipment systems shall be shielded from direct public exposure and completely enclosed. Landscape activities shall be limited to less noise-sensitive hours of 7 am - 8 pm. 		<p>City of Sacramento Development Services Department/Planning Division</p>	<p>Noise mitigation measures shall be approved by the City of Sacramento</p>	<p>Mitigation measures based on design shall be implemented during construction and before issuance of a Certificate of Occupancy.</p>		

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MITIGATION MEASURE		IMPLEMENTATION RESPONSIBILITY		MONITORING RESPONSIBILITY		VERIFICATION OF COMPLIANCE					
HAZARDS						COMPLIANCE STANDARDS					
						TIMING					
						VERIFICATION OF COMPLIANCE (INITIALS/DATE)					
<p>Mitigation Measure 5.5-3: The City of Sacramento shall ensure that the owners of parcels where contamination remediation is taking place comply with the following requirements:</p> <p>(A) For any demolition, renovation, or other construction activities that could affect the buildings listed as potentially containing asbestos or lead-based paint, asbestos and lead-based paint survey shall be conducted by a qualified asbestos consultant before development.</p> <p>(B) If the presence of asbestos and/or lead-based paint is identified, these materials shall be removed by a licensed asbestos and lead-based paint abatement contractor or contractors in accordance with applicable federal, state, and local regulations and protocols.</p>				<p>City of Sacramento, Development Services Department</p>		<p>Any required remediation measures shall be formulated in consultation with the Sacramento County Hazardous Materials Division and shall be included in the construction specifications.</p>		<p>Any required investigations shall be undertaken and the results provided to the City before City approval of project entitlements. Measures shall be implemented before and concurrent with construction activities.</p>		<p>Phase I and limited Phase II conducted and attached to 65th Street Center Draft SEIR.</p>	

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		VERIFICATION OF COMPLIANCE			
MITIGATION MEASURE	IMPLEMENTATION RESPONSIBILITY	MONITORING RESPONSIBILITY	COMPLIANCE STANDARDS	TIMING	VERIFICATION OF COMPLIANCE (INITIALS/DATE)
<p>Mitigation Measure 5.5-4: The City of Sacramento shall ensure that the owners of parcels where contamination remediation is taking place comply with the following requirements:</p> <p>(A) Where conditions permit, provide buffer zones, as determined appropriate by the RWQCB, Sacramento County, DTSC, and the Sacramento Metropolitan Air Quality Management District (SMAQMD), between the remediation area and adjacent properties.</p> <p>(B) Limit access to active remediation sites or remaining contaminated sites that are not otherwise covered by means of fencing, posting of signs, and site security.</p> <p>(C) Implement dust control measures during remediation as determined by Sacramento County, DTSC, and the SMAQMD.</p> <p>(D) Conduct perimeter air</p>		<p>City of Sacramento Development Services Department/Planning Division</p>	<p>As required remediation measures shall be formulated in consultation with RWQCB, Sacramento County Hazardous Materials Division, DTSC, and SMAQMD and shall be included in the construction specifications.</p>	<p>Construction specifications shall be included on the construction plans before issuance of a grading permit. Measures shall be implemented before and concurrent with construction activities.</p>	

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		VERIFICATION OF COMPLIANCE			
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<p>monitoring as determined by Sacramento County, DTSC, and the SMAQMD. If yes, implement any measures required by SMAQMD.</p> <p>CULTURAL RESOURCES Mitigation Measure 5.8-2: Future development within the South 65th Street Area Plan project area shall comply within the following measures: (A) Construction personnel shall be alerted to the possibility of buried archaeological resources in the project area prior to construction activities, and shall be educated as to identification of archaeological artifacts. (B) If archaeological artifacts or unusual amounts of stone, bone, or shell are uncovered during construction activities, work within 50 feet of the specific construction site at</p>	<p>City of Sacramento and developers</p>	<p>City of Sacramento Development Services</p>	<p>Construction activities shall cease within 50 feet of any unearthed resources until resources are assessed and mitigated, if required, by archaeologist. Development Services Department/Planning Division and County Coroner shall be immediately notified if human remains are uncovered, per 7050.5 of Health and Safety Code and 5097.94 of Public Resources Code. If remains are Native American in origin, NAHC shall be notified within 24 hours and NAHC</p>	<p>Construction specifications shall be included in the construction plans before issuance of grading permits. Measures shall be implemented during construction activities.</p>	

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			VERIFICATION OF COMPLIANCE		
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<p>which the suspected resources have been uncovered shall be suspended. At that time, the property owner shall retain a qualified professional archaeologist. The archaeologist shall conduct a field investigation of the specific site and recommend mitigation deemed necessary for the protection or recovery of any archaeological resources concluded by the archaeologist to represent significant or potentially significant resources as defined by CEQA. The mitigation shall be implemented by the property owner to the satisfaction of the City of Sacramento Development Services Department/Planning Division prior to resumption of construction activity.</p> <p>(C) In accordance with Section 7050.5 of the</p>		A	<p>guidelines shall be adhered to in treatment/disposition of remains. All measures shall be included in construction specifications.</p>		

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		VERIFICATION OF COMPLIANCE			
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Health and Safety Code and Sections 5097.94 and 5097.98 of the Public Resources Code, if human remains are uncovered during project construction activities, work within 50 feet of the remains shall be suspended immediately, and the City of Sacramento Development Services Department/Planning Division and the County Coroner shall be immediately notified. If the remains are determined by the Coroner to be Native American in origin, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The property owner shall also retain a professional archaeological consultant with Native					

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MITIGATION MEASURE	IMPLEMENTATION RESPONSIBILITY	MONITORING RESPONSIBILITY	VERIFICATION OF COMPLIANCE			
			COMPLIANCE STANDARDS	TIMING	VERIFICATION OF COMPLIANCE (INITIALS/DATE)	
American burial experience. The archaeologist shall conduct a field investigation of the specific site and consult with the Most Likely Descendant identified by the NAHC. As necessary the archaeological consultant may provide professional assistance to the Most Likely Descendant including the excavation and removal of the human remains. The property owner shall implement any mitigation before the resumption of activities at the site where the remains were discovered.						

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MITIGATION MEASURE	IMPLEMENTATION RESPONSIBILITY	MONITORING RESPONSIBILITY	COMPLIANCE STANDARDS	TIMING	VERIFICATION OF COMPLIANCE (INITIALS/DATE)
AESTHETICS					
<p>Mitigation Measure 1. (d). The developers of new land uses in the plan area under the South 65th Area Plan shall incorporate the following into the proposed new uses:</p> <ol style="list-style-type: none"> 1. Landscape and/or wall treatment shall be provided at the periphery of all lot parking lots and between residential uses and unlike land uses (e.g. commercial, quasi-public, park) to block views of lot areas to the greatest extent feasible. 2. All plan lighting shall be shielded, focused downward, and focused away from residential uses. 3. Plan lighting shall be limited to non-sodium-vapor lighting. 4. Exterior building and roofing materials shall be limited to low-glare materials. Glass cladding of new structures shall be minimized. 					
Applicant	City of Sacramento, Development Services Department	65 th Street Center SEIR	Measures shall be included on all construction plans	Prior to issuance of any building permit, measures identified on plans shall be verified for compliance. The Development Services Department shall assure that measures are identified on construction plans and specifications and confirm compliance prior to issuance of any grading or building permit.	
AIR	QUALITY Mitigation Measure 4.1-2 Long-Term	Applicant	Development Services Department	Compliance based on specific provisions of	Throughout project operation

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MITIGATION MEASURE	IMPLEMENTATION RESPONSIBILITY	MONITORING RESPONSIBILITY	COMPLIANCE STANDARDS	TIMING	VERIFICATION OF COMPLIANCE (INITIALS/DATE)	
<p>Operational Emission of Criteria Pollutants. The applicant shall implement and comply with the provisions of the Air Quality Mitigation Plan, dated February 5, 2008, as endorsed by the Sacramento Metropolitan Air Quality Management District.</p>			AQMP			
<p>WASTEWATER. Mitigation Measure 5.7-5. as implemented as part of the South 65th Street Area Plan EIR, contemplated that mitigation for impacts to wastewater service would occur either through on-site improvements, or agreement on payment of appropriate fees through a Mitigation Agreement or other payment. Since the date of certification of the 65th Street Area Plan EIR, the City has adopted a development fee ordinance. Applicant must pay the combined sewer development fees.</p>	Applicant	Development Services Department	Compliance based on development fee ordinance.	Payment of fee required prior to issuance of building permit.		
<p>TRAFFIC Mitigation Measure 4.3-1--65th Street @ Folsom Boulevard: The significant impacts at this intersection (65th Street at Folsom Blvd) during the PM peak-hour can be mitigated with the addition of a westbound left-</p>	Applicant	City of Sacramento, Department of Transportation, Development Services	The applicant shall construct a westbound left-turn lane at the intersection of 65 th Street and Folsom Blvd.	Prior to project occupancy		

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				VERIFICATION OF COMPLIANCE	
MITIGATION MEASURE	IMPLEMENTATION RESPONSIBILITY	MONITORING RESPONSIBILITY	COMPLIANCE STANDARDS	TIMING	VERIFICATION OF COMPLIANCE (INITIALS/DATE)
<p>turn lane. This mitigation measure reduces the average delay to below without project conditions during the PM peak-hour under Baseline plus Proposed Project and Cumulative (2027) plus Proposed Project Conditions.</p> <p>Mitigation Measure 4.3.2--65th Street @ Q Street: The significant impacts at this intersection (65th Street @ Q Street) during the PM peak-hour can be mitigated with optimized corridor signal timings. In addition, the applicant shall also pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along the corridor. This mitigation measure results in LOS C during the PM peak-hour under Cumulative (2027) plus Proposed Project Conditions.</p> <p>Mitigation Measure 4.3.3--65th Street @ S Street/US-50 WB Off-Ramp: The significant impacts at this intersection (65th Street @ S Street/US-50 WB off-Ramp) during the PM peak-hour</p>	Applicant	<p>City of Sacramento, Department of Transportation, Development Services</p>	<p>The applicant shall pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the 65th Street @ Q Street signal.</p>		
<p>Mitigation Measure 4.3.3--65th Street @ S Street/US-50 WB Off-Ramp: The significant impacts at this intersection (65th Street @ S Street/US-50 WB off-Ramp) during the PM peak-hour</p>	Applicant	<p>City of Sacramento, Department of Transportation, Development Services</p>	<p>The applicant shall pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the 65th Street @ S Street/US-50</p>		

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MITIGATION MEASURE		VERIFICATION OF COMPLIANCE			
IMPLEMENTATION RESPONSIBILITY	MONITORING RESPONSIBILITY	COMPLIANCE STANDARDS	TIMING	VERIFICATION OF COMPLIANCE (INITIALS/DATE)	
<p>can be mitigated with optimized corridor signal timings. In addition, the applicant shall also pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along the corridor. This mitigation measure reduces the average delay to below without project conditions during the PM peak-hour under Baseline plus Proposed Project and Cumulative (2027) plus Proposed Project Conditions.</p> <p>Mitigation Measure 4.3-4 65th Street @ US-50 EB Off-Ramp: The significant impacts at this intersection (65th Street @ US-50 EB off-Ramp) during the PM peak-hour can be mitigated with optimized corridor signal timings. In addition, the applicant shall also pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along the corridor. This mitigation measure reduces the average delay to below without project conditions during the PM</p>	Applicant	City of Sacramento, Department of Transportation, Development Services	WB off-Ramp signal.	The applicant shall pay toward the City of Traffic operations center for the re-timing and monitoring of the 65 th Street @ US-50 EB off-Ramp signal.	

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MITIGATION MEASURE	IMPLEMENTATION RESPONSIBILITY	MONITORING RESPONSIBILITY	COMPLIANCE STANDARDS	TIMING	VERIFICATION OF COMPLIANCE (INITIALS/DATE)
<p>peak-hour under Baseline plus Proposed Project and Cumulative (2027) plus Proposed Project Conditions.</p> <p>Mitigation Measure 4.3-5--65th Street @ 4th Avenue: The significant impacts at this intersection (65th Street @ 4th Avenue) during the PM peak-hour can be mitigated with the addition of a northbound auxiliary lane and optimization of the corridor signal timings. In addition, the applicant shall also pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along the corridor. This mitigation measure reduces the average delay to below without project conditions during the PM peak-hour under Baseline plus Proposed Project. This mitigation measure results in LOS C during the PM peak-hour under Cumulative (2027) plus Proposed Project Conditions.</p> <p>Mitigation Measure 4.3-6--65th Street @ Broadway: The significant impacts at this</p>	<p>Applicant</p>	<p>City of Sacramento, Department of Transportation, Development Services</p>	<p>The applicant shall construct a northbound through lane and shall pay toward the City of Traffic operations center for the re-timing and monitoring of the 65th Street @ 4th Avenue signal.</p>		
	<p>Applicant</p>	<p>City of Sacramento, Department of Transportation,</p>	<p>The applicant shall pay toward the City of Traffic operations center</p>		

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				VERIFICATION OF COMPLIANCE		
MITIGATION MEASURE	IMPLEMENTATION RESPONSIBILITY	MONITORING RESPONSIBILITY	COMPLIANCE STANDARDS	TIMING	VERIFICATION OF COMPLIANCE (INITIALS/DATE)	
<p>Intersection (65th Street @ Broadway) during the AM and PM peak-hour can be mitigated with optimized corridor signal timings. In addition, the applicant shall also pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along the corridor. This mitigation measure reduces the average delay to below without project conditions during the PM peak-hour under Baseline plus Proposed Project. This mitigation measure results in LOS C during the PM peak-hour under Cumulative (2027) plus Proposed Project Conditions.</p>	Applicant	<p>City of Sacramento, Department of Transportation, Development Services</p>	<p>for the re-timing and monitoring of the 65th Street @ Broadway signal.</p>			
<p>Mitigation Measure 4.3-7-65th Street @ 14th Avenue: The significant impacts at this intersection (65th Street @ 14th Avenue) during the AM and PM peak-hour can be mitigated by allowing this intersection to run uncoordinated. In addition, the applicant shall also pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle</p>			<p>The applicant shall pay toward the City of Traffic operations center for the re-timing and monitoring of the 65th Street @ 14th Avenue.</p>			

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		VERIFICATION OF COMPLIANCE				
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<p>progression along the corridor. By excluding this intersection from the coordinated signals to the north, higher actuated cycle lengths is anticipated to allow this intersection to operate more efficiently by increasing the demand. This mitigation measure reduces the average delay to below without project conditions during the AM and PM peak-hours under both Baseline plus Proposed Project and Cumulative (2027) plus Proposed Project Conditions.</p>		8				