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**NOTICE OF ERRATA –MITIGATION MONITORING PLAN, FINDINGS OF FACT,
AND CONDITIONS OF APPROVAL
FOR THE FULTON AVENUE DEVELOPMENT PROJECT (P06-012).**

After the preparation of the Final EIR and staff report for the Fulton Avenue Development project (P06-012), staff is initiating a minor change to the Fulton Avenue Development project Mitigation Monitoring Plan, which subsequently requires revisions to the Findings of Fact and the Conditions of Approval.

Currently the Mitigation Monitoring Plan indicates that the developer would be the "Implementing Party" for the intersection improvements required by Mitigation Measures 3.4-1D and 3.4-6D. However, it has come to City Staff's attention that, rather than the developer installing the improvements required by these measures, the City would be required to install the improvements with partial reimbursement provided by the developer.

Therefore, MM 3.4-1D is hereby revised as follows (~~strikethrough~~ = deleted text; double underline = added text):

MM 3.6-1D ~~The project applicant shall install a~~All-way stop sign controls shall be installed at the intersection of Fulton Avenue and Business 80 westbound ramps. Installing all-way stop signs will improve traffic operations from LOS 'F' to LOS 'E' or better and reduce the impact of the project to less-than-significant.

MM 3.4-6D is hereby revised as follows (~~strikethrough~~ = deleted text; double underline = added text):

MM 3.6-4D ~~The applicant shall coordinate with Caltrans to install a~~ A traffic signal shall be installed, in coordination with Caltrans, at the intersection of Fulton Avenue and the Business 80 westbound ramps. Installing a traffic signal will improve the intersection operation from LOS 'F' to LOS 'D' or better.

In addition, for both Mitigation Measure 3.4-1D and 3.4-6D, under the "Implementing Party" column (fourth column from the left), Pages 5-24 and 5-25 of the Mitigation Monitoring Plan are hereby revised so that the word "Developer" is replaced by the word "City."

Attachment 1 includes copies of Pages 5-24 and 5-25 of the Mitigation Monitoring Plan indicating the above revisions (~~strikethrough~~ = deleted text; double underline = added text).



To reflect the above changes to the Mitigation Measure text, the Findings of Fact have also been revised. The Page 19 and 20 in the staff report include the Findings of Fact, which are being revised. The revised text is included in Attachment 2 (~~striketrough~~ = deleted text; double underline = added text).

Furthermore, the following Conditions of Approval, on Page 36 of the Staff Report, are hereby revised to reflect the above changes to the Mitigation Measures (~~striketrough~~ = deleted text; double underline = added text):

B34. As indicated in MM 3.6-1D in the EIR, prior to issuance of Certificates of Occupancy the ~~project applicant~~City shall install all-way stop sign controls at the intersection of Fulton Avenue and Business 80 westbound ramps. Installing all-way stop signs will improve traffic operations from LOS 'F' to LOS 'E' or better and reduce the impact of the project to less-than-significant.

B35. As indicated in MM 3.6-4D in the EIR, the ~~applicant shall coordinate with Caltrans to~~ City shall install, in coordination with Caltrans, a traffic signal at the intersection of Fulton Avenue and the Business 80 westbound ramps. Installing a traffic signal will improve the intersection operation from LOS 'F' to LOS 'D' or better.

These changes do not result in any alterations to the conclusions or mitigation measures stated in the Draft EIR.

Attachment 1

Revised Mitigation Monitoring Plan Pages 5-24 and 5-25

	<p>site to nearby night-sensitive noise receptors (Clarion Hotel) located south of the project site by placement within enclosures or below surface grade, by use of temporary sound barriers/curtains, or by placement behind intervening structures or material storage piles, sufficient to interrupt line-of-sight to the Clarion Hotel.</p> <p>MM 3.5-1D(b): Construction equipment shall be equipped with mufflers, in accordance with manufacturers' specifications.</p>	<p>Developer</p>	<p>Equip construction equipment with mufflers</p>	<p>Developer</p>	<p>City of Sacramento; Development Services Department</p>
<p>3.6-1D Unacceptable levels of service at the intersection of Fulton Avenue and Business 80 westbound ramps (westbound approach) during the AM, PM, and Saturday peak hours. Also, at this intersection the MUTCD peak hour signal warrant is met during all of the study peak hours.</p> <p>3.6-2D The results indicate that the following merge/diverge influence areas would operate at unacceptable levels (LOS 'F').</p> <ul style="list-style-type: none"> Business 80 EB off-ramp to Fulton 	<p>MM 3.6-1D The project applicant shall install all-way stop sign controls <u>shall be installed</u> at the intersection of Fulton Avenue and Business 80 westbound ramps. Installing all-way stop signs will improve traffic operations from LOS 'F' to LOS 'E' or better and reduce the impact of the project to less-than-significant.</p> <p>MM 3.6-2D No feasible mitigation measure has been identified that would reduce the impact of the project on the freeway. Widening the freeway near the Waitt Avenue and Bell Street on/off ramps would reduce the impact, but is not considered feasible; therefore,</p>	<p>Developer</p>	<p>Install all-way stop signs at the intersection of Fulton Avenue and Business 80 westbound ramps.</p>	<p>Developer</p>	<p>City of Sacramento; Development Services Department Caltrans</p>
<p>Development – 3.13 Traffic and Circulation</p>					
	<p>Prior to issuance of Certificates of Occupancy</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>

<p>Avenue during PM peak hour.</p> <ul style="list-style-type: none"> • Business 80 EB on-ramp to Fulton Avenue during PM peak hour. • Business 80 WB off-ramp to Fulton Avenue during AM peak hour. • Business 80 WB on-ramp to Fulton Avenue during AM peak hour. 	<p>the project impact would remain significant-and-unavoidable.</p>	<p>MM 3.6-3D Implementation of MM 3.6-1D.</p>	<p>MM 3.6-4D The applicant shall coordinate with Caltrans to install a traffic signal <u>shall be installed, in coordination with Caltrans,</u> at the intersection of Fulton Avenue and the Business 80 westbound ramps. Installing a traffic signal will improve the intersection operation from LOS 'F' to LOS 'D' or better.</p>	<p>See MM 3.6-1.</p> <p>Developer/City</p>	<p>See MM 3.6-1.</p> <p>Prior to issuance of Certificates of Occupancy</p>	<p>See MM 3.6-1.</p> <p>City of Sacramento; Development Services Department Caltrans</p>
<p>Business 80 mainline would be operating at capacity and resulting in LOS 'F' at the above listed study merge/diverge area.</p>						
<p>3.6-3D Inadequate storage at Business 80 westbound off-ramp at Fulton Avenue.</p>						
<p>3.6-4D Cumulative, unacceptable levels of service at the intersection of Fulton Avenue and Business 80 westbound ramps (westbound approach) during the AM, PM, and Saturday peak hours. Also, at this intersection the MUTCD peak hour signal warrant is met during all of the study peak hours.</p>						

Attachment 2

Revised Findings of Fact

Facts in Support of Finding:

Mitigation Measure 3.6-1D requires that the ~~developer~~City install all-way stop controls at the intersection of Fulton Avenue and Business 80 westbound ramps. Installation of an all-way stop would improve traffic operations from LOS F to LOS E or better and reduce the impact of the project to a less-than-significant level.

- xiv. EIR Traffic and Circulation Impact 3.6-3D – Inadequate storage at Business 80 westbound off-ramp at Fulton Avenue

Significant Impact:

The Traffic Impact Study prepared for the project by Dowling Associates, Inc. indicates that project-generated traffic would contribute to inadequate storage at Business 80 westbound off-ramp at Fulton Avenue.

Facts in Support of Finding:

Mitigation Measure 3.6-3D requires implementation of Mitigation Measure 3.6-1D. Mitigation Measure 3.6-1D requires that the ~~developer~~City install all-way stop controls at the intersection of Fulton Avenue and Business 80 westbound ramps. Installation of an all-way stop would improve traffic operations from LOS F to LOS E or better and reduce the impact of the project to a less-than-significant level.

- xv. EIR Traffic and Circulation Impact 3.6-4D – Unacceptable levels of service at the intersection of Fulton Avenue and Business 80 westbound ramps (westbound approach) during the AM, PM and Saturday Peak hours. Also, at this intersection the MUTCD peak hour signal warrant is met during all of the study peak hours.

Significant Impact:

The Traffic Impact Study prepared for the project by Dowling Associates, Inc. indicates that traffic generated by the proposed project would contribute to the cumulative LOS deficiency at the Intersection of Fulton Avenue and Business 80 westbound ramps (westbound approach) during the AM, PM and Saturday peak hours.

Facts in Support of Finding:

Mitigation Measure 3.6-4D requires that the ~~developer~~City coordinate with Caltrans to install a traffic signal at the intersection of Fulton Avenue and the Business 80 westbound ramps. Installing a traffic signal would improve the intersection operation from LOS F to LOS D or better.