

65 East Project (P18-045) Mitigation Monitoring and Reporting Program

September 2018

The California Environmental Quality Act (CEQA) and CEQA Guidelines require Lead Agencies to adopt a program for monitoring the mitigation measures required to avoid the significant environmental impacts of a project. The Mitigation Monitoring and Reporting Program (MMRP) ensures that mitigation measures imposed by the City are completed at the appropriate time in the development process.

The mitigation measures identified in the Environmental Impact Report (EIR) for the Station 65 Project (P08-068), as modified in the Addendum prepared for the 65 East Project (P18-045), are listed in the MMRP along with the party responsible for monitoring implementation of the mitigation measure, the milestones for implementation and monitoring, and a sign-off that the mitigation measure has been implemented.

**MITIGATION MONITORING AND REPORTING PROGRAM
65 EAST PROJECT (P18-045) ADDENDUM**

Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
Project Specific Mitigation Measures			
<p>4.3-1-1: The project will be required to participate in whatever financing mechanism is in place at the time of issuance of building permits to fund, on a fair-share basis, the cost of installation of the improvements.</p>	Prior to the issuance of a building permit.	City of Sacramento Development Services/ Department of Transportation (DOT)	
<p>4.3-2-2: The project applicant shall construct a traffic signal at the Folsom Boulevard/67th Street intersection and ensure that separate right and left-turn lanes are constructed on the northbound approach to the intersection.</p> <p>A signal warrant analysis was performed under AM and PM peak hour conditions for the baseline with Scenario A project condition. The Scenario A project met the signal warrants, and since the Scenario B project generates slightly more traffic, it will also meet the AM and PM peak hour signal warrants.</p> <p>Note that Folsom Boulevard currently has two eastbound lanes that extend approximately 25 feet east of the 67th Street intersection. The installation of a traffic signal at 67th Street would create a merging hazard if this short lane is maintained. The design of the traffic signal should ensure that this short merging section is eliminated. The final design of the intersection and signal design will be subject to review and approval by the City of Sacramento Department of Transportation.</p> <p>The project applicant shall enter into agreement with the City that if a finance plan is later adopted and implemented that includes the signal, the applicant shall be considered for credits, or reimbursement for cost incurred beyond its fair share.</p> <p>Figure 4.3-22 [in the Station shows the proposed mitigation, and Tables 4-28 and 4-29 present the LOS results for Scenario A with mitigation and Scenario B with mitigation, respectively.</p>	Prior to the issuance of a building permit.	City of Sacramento Development Services/DOT	
<p>4.3-2-3: Implement Mitigation Measures 4.3-2-1 and 4.3-2-2.</p> <p>Figure 4.3-22 shows the proposed mitigation, and Tables 4-28 and 4-29 present the LOS results for Scenario A with mitigation and Scenario B with mitigation, respectively.</p>	Prior to the issuance of a building permit.	City of Sacramento Development Services/ Department of Transportation (DOT)	
<p>4.3-2-4: The project applicant shall pay for the City of Sacramento Traffic Operations Center to monitor and re-time the Folsom</p>	As needed during project construction and operation.	City of Sacramento Development Services/DOT	

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<p>Boulevard/State University Drive East traffic signal, when required, to optimize flow through the intersection.</p> <p>Figure 4.3-22 shows the proposed mitigation, and Tables 4-28 and 4-29 present the LOS results for Scenario A with mitigation and Scenario B with mitigation, respectively.</p>			
<p>4.3-2-5: The project applicant shall pay a fair share contribution to the City of Sacramento Traffic Operations Center to monitor and re-time the 65th Street/Q Street traffic signal, when required, to optimize flow through the intersection.</p> <p>It is important to note that this mitigation measure was also identified under baseline with project conditions for the South 65th Street Center (Target project), the 65th Street Transit Village project, and other projects. Figure 4.3-22 shows the proposed mitigation, and Tables 4-28 and 4-29 present the LOS results for Scenario A with mitigation and Scenario B with mitigation, respectively.</p>	As needed during project construction and operation.	City of Sacramento Development Services/DOT	
<p>4.3-2-6: The project applicant shall pay a fair share contribution to the City of Sacramento Traffic Operations Center to monitor and re-time the 65th Street/S Street/US 50 Westbound Off-ramp traffic signal to optimize flow through the intersection, when required.</p> <p>It is important to note that this mitigation measure was also identified under baseline with project conditions for the South 65th Street Center (Target project), the 65th Street Transit Village project, and other projects. Figure 4.3-22 shows the proposed mitigation, and Tables 4-28 and 4-29 present the LOS results for Scenario A with mitigation and Scenario B with mitigation, respectively.</p>	As needed during project construction and/or operation	City of Sacramento Development Services/DOT	
<p>4.3-2-7: The project applicant shall pay a fair share contribution to the City of Sacramento Traffic Operations Center to monitor and re-time the 65th Street/US 50 Eastbound Off-ramp traffic signal, when required, to optimize flow through the intersection.</p> <p>It is important to note that this mitigation measure was also identified under baseline with project conditions for the South 65th Street Center (Target project), the 65th Street Transit Village project, and other projects. Figure 4.3-22 shows the proposed mitigation, and Tables 4-28 and 4-29 present the LOS results for Scenario A with mitigation and Scenario B with mitigation, respectively.</p>	As needed during project construction and operation.	City of Sacramento Development Services/DOT	
<p>4.3-3: Establish a Travel Demand Management program for the Station 65</p>	Prior to project operation.	City of Sacramento	

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Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
project.		Development Services/DOT	
4.3-4: Pay fair share to widen the westbound US 50 off-ramp as described in the 65th Street Transit Village Plan EIR.	Prior to project operation.	City of Sacramento Development Services/DOT	
4.3-5-1: The City shall ensure that Regional Transit relocate/ replaces the RT bicycle facilities that are currently located on the Station 65 project site. The project applicant shall construct an adequate number of bicycle lockers and racks to meet the demand created by the Station 65 project. The project applicant shall coordinate with City staff to determine the appropriate number of bicycle lockers and racks.	Prior to project operation.	City of Sacramento Development Services/DOT	
<p>4.3-8: Before issuance of grading permits for the project site, the project applicant shall prepare a detailed Traffic Management Plan (TMP) that will be subject to review and approval by the City Department of Transportation, Regional Transit, and local emergency service providers, including the City of Sacramento fire and police departments. The plan shall ensure maintenance of acceptable operating conditions on local roadways and transit routes. At a minimum, the plan shall include:</p> <ul style="list-style-type: none"> • The number of truck trips, time, and day of street closures • Time of day of arrival and departure of trucks • Limitations on the size and type of trucks; • provision of a staging area with a limitation on the number of trucks that can be waiting • Provision of a truck circulation pattern • Provision of a driveway access plan to maintain safe vehicular, pedestrian, and bicycle movements (e.g., steel plates, minimum distances of open trenches, and private vehicle pick up and drop off areas) • Safe and efficient access routes for emergency vehicles • Efficient and convenient transit routes • Manual traffic control when necessary • Proper advance warning and posted signage concerning street closures • Provisions for pedestrian safety • Provisions for temporary bus stops, if necessary <p>A copy of the construction traffic management plan shall be submitted to local emergency response agencies and these agencies shall be notified at least 14 days before the commencement of construction that would partially or fully obstruct</p>	Prior to the issuance of a grading permit.	City of Sacramento Development Services/DOT	

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Project Mitigation Measure	Implementation Schedule	Monitoring Agency	Sign-Off
roadways.			
4.3-11: Pay fair share to widen the westbound US 50 off-ramp as described in the 65th Street Transit Village Plan EIR. Also, implement Mitigation Measures 4.3-3.	Prior to project operation.	City of Sacramento Development Services/DOT	
4.4-1: The applicant shall ensure construction equipment staging areas shall be located away from residential uses; pre-drill pile holes and use quieter “sonic” pile-drivers, where feasible; and restrict high noise activities, such as pile driving, the use of jackhammers, drills, and other generators of sporadic high noise peaks, to the hours of 7 a.m. to 6 p.m. Monday through Friday, or other such hour satisfactory to the City.	Prior to issuance of a building permit, implement measures during ground disturbing construction activities.	City of Sacramento Building Division.	
4.4-4: The Applicant shall ensure that all commercial heating, cooling, and ventilation equipment shall be located within mechanical rooms where possible, or shielded from view with solid barriers or parapets.	Prior to issuance of a building permit, City will verify location of HVAC equipment.	City of Sacramento Building Division.	