

# City of SACRAMENTO

COMMUNITY DEVELOPMENT  
DEPARTMENT

ENVIRONMENTAL PLANNING  
SERVICES

300 Richards Boulevard  
Third Floor  
Sacramento, CA 95811

## MITIGATED NEGATIVE DECLARATION

The City of Sacramento, California, a municipal corporation, does hereby prepare, declare, and publish this Negative Declaration for the following described project:

**North 16<sup>th</sup> Street Streetscape Project** - The proposed project, is located from the intersection of 16th and H Streets to North 16th Street and Richards Boulevard, where Highway 160 begins its northeasterly alignment, within the City of Sacramento, Sacramento County, California. The project consists of improvements to pedestrian and bicycle circulation along 16th Street and North 16th Street from H Street to Richards Boulevard, as well as improvements to overall streetscape visual quality. This would include improvements to sidewalks, curbs, drainage features, safety-related design features, bicycle connectivity, and landscaping.

The Lead Agency is the City of Sacramento. The City of Sacramento, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that there is no substantial evidence that the project, as identified in the attached Initial Study, will have a significant effect on the environment. This Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. An Environmental Impact Report is not required pursuant to the Environmental Quality Act of 1970 (Sections 21000, et seq., Public Resources Code of the State of California).

This Mitigated Negative Declaration has been prepared pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 et seq.), CEQA Guidelines (Title 14, Sections 15000 et seq. of the California Code of Regulations), the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento, and the Sacramento City Code.

A copy of this document and all supportive documentation may be reviewed or obtained at the City of Sacramento, Community Development Department, 300 Richards Boulevard, 3<sup>rd</sup> Floor, Sacramento, CA 95811 from 9:00 a.m. to 4:00 p.m. (or 8:00 a.m. to 5:00 p.m. with prior arrangement) (except weekends and holidays). The document is also available on the CDD website at:

<http://portal.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports>

Environmental Services Manager, City of Sacramento,  
California, a municipal corporation

By:

  
\_\_\_\_\_

Date:

April 22, 2019





**Initial Study/Mitigated Negative Declaration  
North 16<sup>th</sup> Street Streetscape Project**

*Prepared for:*

**City of Sacramento**  
**Community Development Department**  
300 Richards Blvd., 3<sup>rd</sup> Floor  
Sacramento, CA 95811  
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1102 R Street  
Sacramento, California 95811  
*Contact: Brian Grattidge*

**APRIL 2019**



# North 16<sup>th</sup> Street Streetscape Project

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# North 16<sup>th</sup> Street Streetscape Project

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## 1 INTRODUCTION

### 1.1 Project Overview

The North 16th Street Streetscape Project (proposed project) consists of improvements to pedestrian and bicycle facilities along North 16th Street, from H Street to Richards Boulevard, as well as improvements to overall streetscape visual quality. This includes the reconstruction of curb, gutter, and sidewalk; landscaping and drainage features, the installation of pedestrian scale lighting, and other streetscape improvements.

### 1.2 California Environmental Quality Act Compliance

The California Environmental Quality Act (CEQA) serves as the foundation for environmental law and policy in California. CEQA is applicable to any discretionary project that must be approved by a public agency. CEQA emphasizes the need for public disclosure and identifying and preventing environmental damage associated with proposed projects, unless the project is deemed categorically exempt. This project does not fall under any of the categorical exemption categories listed in the CEQA Statute and Guidelines (California Public Resources Code, Section 21000 et seq.; 14 California Code of Regulations (CCR) 15000 et seq.), and therefore, is not exempt from meeting CEQA requirements.

### 1.3 Project Planning Setting

The proposed project site is located on North 16th Street from H Street to Richards Boulevard, within the limits of the City of Sacramento (City). Property in the general vicinity of the project site includes a variety of commercial, industrial, and residential uses.

The project site is located within the geographic limits of the Central City Community Area Plan and the River District Specific Plan. A portion of the project site is located within the River District Property and Business Improvement District. The project site also overlaps portions of two historic districts established by the City. These districts are the North 16th Street Historic District and the C Street Industrial Historic District. In addition, the Washington Historic District and the Washington School Historic District are located to the west and east of the project, respectively.

#### **City of Sacramento 2035 General Plan and Master EIR**

The City's 2035 General Plan (General Plan) was adopted and the Master EIR (MEIR) certified on March 3, 2015. The 2035 General Plan establishes the policy foundation for growth and development in the city and includes policy guidelines to guide future development in the city and provide for the protection of city resources. The North 16th Street Project is consistent with the General Plan and specifically supports the goals and policies contained in the Mobility, Land Use, and Urban Design elements of the General Plan.

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The MEIR is intended to streamline the later environmental review of projects included within the scope of the General Plan. Subsequent projects that are consistent with the City's 2035 General Plan and that have been considered in the analysis contained in the MEIR will not, in most cases, require extensive additional environmental review before they can be approved.

In many instances an Initial Study can be prepared for such projects to document the project's consistency with the General Plan and MEIR, and to identify project-specific significant impacts that were not considered in the MEIR, if any, after which a finding of conformance can be made. Other projects that are within the scope of the MEIR, but whose effects were not analyzed in the MEIR would be addressed in an appropriate follow-up CEQA document.

The proposed project, while not specifically identified as a future project in the MEIR, is proposing improvements consistent with the Mobility Element and is supportive of the land uses identified in the Land Use and Urban Design Element of the 2035 General Plan. Therefore, the project is determined to be consistent with the MEIR and will be evaluated using the City's Initial Study Checklist.

### **1.4 Public and Agency Review**

The City will issue a Notice of Intent (NOI) to adopt a Mitigated Negative Declaration (MND) for the proposed project. The notice will provide dates for submitting written comments and information regarding upcoming hearings. This initial study and the NOI are available for review on the City's website at <http://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports> and at the public counter at the City of Sacramento, Public Works Department, Environmental Planning Services, 915 I Street, Sacramento, CA 95814.

Written comments on the proposed mitigated negative declaration may be submitted via letter or email during the comment period to:

City of Sacramento  
Community Development Department.  
Attn: Scott Johnson  
300 Richards Boulevard, Third Floor  
Sacramento, California 95811  
srjohnson@cityofsacramento.org



# North 16<sup>th</sup> Street Streetscape Project

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## 2 PROJECT DESCRIPTION

The proposed project consists of improvements to pedestrian and bicycle circulation along 16th Street and North 16th Street from H Street to Richards Boulevard, as well as improvements to overall streetscape visual quality. This would include improvements to sidewalks, curbs, drainage features, safety-related design features, bicycle connectivity, and landscaping. The project location, project setting and surrounding land uses, project objectives, and specific project elements are described in detail below.

### 2.1 Project Location

North 16th Street and 16th Street are located in the historic ‘grid’ of streets within the City’s Downtown (see **Figure 1, Project Location**). The project study area limits extend northward from the intersection of 16th and H Streets to North 16th Street and Richards Boulevard, where Highway 160 begins its northeasterly alignment (see **Figure 2, Limits of Work**). The general topography of the study area is characterized by relatively flat terrain at roughly 25 feet above sea level.

### 2.2 Project Setting and Surrounding Land Uses

The 16th/North 16th Street corridor (“North 16th Street” for purposes of this description) is a northbound, four lane arterial connecting Downtown with northern Sacramento, located within a federally designated Promise Zone.<sup>1</sup> The portion of the corridor covered under this project, from H Street to Richards Boulevard, cuts through two distinct districts separated by the Union Pacific Railroad (UPRR) underpass.

The North 16th Street corridor was part of the historic Lincoln Highway, and in addition to being the primary connection to Highway 160, is one of the few roadway crossings of the UPRR tracks in the central City. Accordingly, the street serves as a major commuter route with an average daily traffic (ADT) of over 25,000 vehicles.<sup>2</sup> The street carries four vehicle travel lanes, with no bike lanes due to insufficient width (the pavement section is typically 48 feet wide).

The portion of the street in the Mansion Flats and Washington neighborhoods consists of many auto-related uses, such as motels and auto repair shops, which originated in the street’s history as a main artery early in the development of the city. This section of 16th Street has served as a primary access point to Downtown Sacramento from 1851, to its designation as part of the Lincoln

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<sup>1</sup> A federally designated Promise Zone is an area where the federal government partners with local leaders to increase economic activity, improve educational opportunities, leverage private investment, reduce violent crime, enhance public health and address other priorities identified by the community.

<sup>2</sup> Average Daily Traffic is the average 24 hour volume of vehicles, being the total volume during a stated period divided by the number of days in that period. Normally, this would be periodic daily traffic volumes over several days, not adjusted for days of the week or seasons of the year.

## North 16<sup>th</sup> Street Streetscape Project

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Highway and subsequently as a portion of U.S. Highway Routes 40 and 99. A number of vacant parcels currently line the street and many have sat vacant for years, with no active plans for redevelopment.

The pedestrian connection between the Mansion Flat /Washington neighborhood to the south and the River District to the north requires crossing through narrow tunnels beneath the UPRR underpass. The tunnels are dark and confining and although the City cleans them twice weekly and attempts to keep the lighting functioning, the tunnels are perceived as unwelcoming and serve as a major barrier for walkability. Even though long term improvements are likely to be expensive, the tunnels are the number one challenge for the corridor.

North of the UPRR tracks, the corridor passes through the North 16th Street Historic District, lined with brick warehouses and home to a mix of businesses. The River District streetscape is a mix of redeveloped and run-down stretches with few street trees and a saw-tooth pattern of sidewalks. With no or little on-street or off-street parking, a stretch of unarticulated sidewalk often serves as parking in front of retail establishments.

A major redevelopment project is slated for North 16th Street. In 2015, the Twin Rivers Public Housing Project was awarded \$30 million through the Choice Neighborhood grant, administered by the U.S. Department of Housing and Urban Development. This project proposes constructing housing on the triangular vacant property located at the confluence of North 12th and North 16th Streets, adjacent to the future Dos Rios Light Rail Station near the north end of the North 16th Street Streetscape Project.

Neighborhoods surrounding the project area include Mansion Flats, New Era Park, and The River District. Travelling east and west from 16th and North 16th Streets, surrounding land uses transition to urban-scaled residential uses (single and multi-family structures) combined with various commercial, limited industrial and social service uses. The UPRR tracks bisect the area, serving as a barrier between the River District and other neighborhoods to the south. The closest residential neighborhoods to the project site are located approximately 200 feet to the east and west of the project site, and Sutter Middle School is located approximately 380 feet southwest of the project site, near the intersection of 15th Street and Terminal Way.

Land uses directly adjacent to 16th and North 16th Streets are zoned Medium Density Residential, Public, Industrial and Commercial. The project area overlaps two historic districts, the North 16<sup>th</sup> Street Historic District and the C Street Industrial Historic District, and is near two other historic districts, the Washington Historic District and the Washington School Historic District (see **Figure 3, Historic Districts**).

## North 16<sup>th</sup> Street Streetscape Project

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### 2.3 Project Objectives

The project is needed to address the existing barriers to walkability on North 16th Street, including inadequate and potentially unsafe pedestrian facilities.

The project purpose is to:

- Improve safety and security for all travel modes;
- Improve pedestrian and bicycle circulation;
- Improve accessibility;
- Create an organized and consistent streetscape;
- Provide on-street parking where appropriate; and
- Through investment in public spaces, encourage private investment to upgrade buildings and sites as appropriate.

Consistent with the project purpose and need, the following objectives have been identified:

- To transform the North 16th Street corridor to a safe, functional, and welcoming pedestrian corridor, encouraging walkability and providing connectivity to other neighborhoods in the Central City;
- Improve pedestrian/bicycle connectivity at the 16th Street underpass tunnels by enhancing visibility and safety;
- Rebuild sidewalks to a consistent width and style;
- Rebuild curb and gutter to provide for a vertical curb, thereby making it safer for pedestrians as well as improving drainage;
- Improve safety-related design features along the corridor, with an emphasis on lighting, signage/wayfinding;
- Identify east-west bike routes as appropriate;
- Remove dying/disfigured and/or unsafe trees and replant with appropriate species, creating consistent block-by-block plantings in coordination with the City Arborist and Urban Forestry Division;
- Re-striping to accommodate on-street parking, where feasible and appropriate;
- Create an urban ‘brand’ for the corridor by means of aesthetic improvements; and
- Work with stakeholders to ascertain and prioritize improvements.

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## 2.4 Project Components

The City proposes to focus improvements on the pedestrian facilities of 16th and North 16th Streets from H Street to Richards Boulevard. The project corridor is shown in **Figure 2, Limits of Work**. Key aspects of the project include the following:

- Installing new curb, gutter, and sidewalk along the corridor;
- Potential pavement modifications to accommodate proposed vertical curb and sidewalk;
- Installing drainage improvements along the roadway corridor, including Low Impact Development (LID) features such as planters and swales;
- Installing consistently spaced street trees;
- Re-striping to accommodate on-street parking where feasible and appropriate
- Installation of LED pedestrian-scale lighting and ‘smart’ poles;
- Widen sidewalk approach at existing pedestrian tunnels at the 16th Street underpass
- Improve lighting within the 16th Street underpass pedestrian tunnels, implement vandal resistant treatments; and
- Improve bicycle connectivity to the River District.

### **Curb, Gutter, and Sidewalk**

The project would remove inconsistent (or missing) curb, gutter, and sidewalk, and construct new vertical curb, gutter, and sidewalk consistent with City standards, with a planter strip between the curb and sidewalk. New sidewalk sections would be consistent with American with Disabilities Act (ADA) accessibility standards. The sidewalk approaches along the east side of the North 16th Street underpass would be widened and would require the reconstruction of retaining walls.

### **Utilities**

The project may require minor relocation of underground utilities to accommodate construction, including water and storm drain lines. No new utility main lines are proposed.

### **Drainage Improvements**

Streetscape improvements would include drainage improvements at some intersections as well as ADA improvements to drain inlets. At certain locations, LID strategies may be implemented to reduce stormwater runoff and improve water quality.

## North 16<sup>th</sup> Street Streetscape Project

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### Landscaping and Lighting

New landscaping would be planted in the planter areas, consistent with the project design palette. Where LID features (such as drainage swales) are introduced, the area would be excavated to allow preparation of soil, and placement of sub-base and filter fabric (if used).

The project design would include a tree plan that identifies the type and spacing of trees for each block. This plan would guide future tree plantings and replacements. No healthy, mature trees would be removed as part of this project. Dead or hazardous trees may be removed and replaced during project construction.

New pedestrian-scale lighting would be installed along the corridor. Existing lighting, consisting of the “cobra-head” street lights is concentrated at intersections, leaving mid-block sidewalks under-illuminated. New lighting would also be installed in the North 16th Street underpass pedestrian tunnels.

### Right-of-Way

The project would require some partial right-of-way (ROW) acquisition, or “sliver takes”, to complete construction of City standard sidewalks. Additional ROW would be required for sidewalks approaching the UPRR underpass to allow for a shared use path and construction of retaining walls. No structures would be affected by ROW acquisition.

### Construction Approach and Staging Areas

Overall, project construction activities are anticipated to occur as funding is identified and improvement plans are prepared. Phased construction would occur during traditionally non-rainy months (typically April – October), with durations dependent on the scope of work contained in the construction documents. Construction work hours are anticipated to occur Monday through Saturday between the hours of 7 a.m. and 3 p.m., with weekday commute traffic taken into consideration. Construction staging areas may be located on privately owned parcels after gaining temporary construction easements/permission from property owners.

The normal depth of disturbance for curb, gutter, and sidewalk replacement would be 1 to 2 feet. Installation of LID features may require an extra 1 to 2 feet of excavation. Utility connections (such as storm drain) and light pole foundations may be deeper (up to 6 feet).

The curb, gutter, landscaping strip, and sidewalk may up to 12 feet wide. A narrow section of new asphalt concrete paving would be necessary between the travel lanes and the new concrete curb and gutter.

## North 16<sup>th</sup> Street Streetscape Project

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It is anticipated that excavators, dozers, cranes, pavers, dump trucks, concrete trucks, concrete pumps, and water trucks may be required to construct the proposed project (see **Table 1**).

**Table 1**  
**Anticipated Construction Equipment**

Equipment	Construction Purpose
Asphalt Concrete Paver	Re-paving roadway (possible)
Backhoe	Soil manipulation and drainage work
Bobcat	Sidewalk and parkway strip excavation
Bulldozer/Loader	Earthwork construction, clearing and grubbing
Dump Truck	Fill material delivery/surplus removal
Excavator	Soil manipulation
Front-end Loader	Dirt or gravel manipulation
Haul Truck	Earthwork construction; clearing and grubbing
Paver	Roadway paving
Roller	Earthwork and compacting
Scraper	Earthwork construction; clearing and grubbing
Water Truck	Earthwork construction; clearing and grubbing

To minimize construction-related impacts to surrounding land uses, several best management practices would be implemented during the construction phase of the proposed project. For example, where ground disturbing or grading activities are necessary, fugitive dust would be minimized by onsite watering. Standard Best Management Practices (BMPs) would also be undertaken as part of the project to ensure erosion control, with a Stormwater Pollution Prevention Plan (SWPPP) to be prepared and implemented by the construction contractor to achieve this purpose.

Construction staging will occur primarily within public right-of-way to the extent feasible, which could include temporary sidewalk or road shoulder closures. The contractor will have the option of negotiating a staging area within the project vicinity. There are several underutilized commercial and industrial sites that could serve this purpose.

### **Traffic Controls**

Traffic controls would be implemented during construction activities, although minimal traffic restrictions are anticipated. Temporary lane and sidewalk closures would be necessary. The project contractor would prepare a traffic control plan that would be reviewed and approved by the City prior to construction commencement.

## North 16<sup>th</sup> Street Streetscape Project

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### **Operation and Maintenance**

New streetscape improvements would require ongoing maintenance. Activities such as graffiti removal, landscape and irrigation maintenance, aggressive tunnel cleaning and monitoring, and street light repair would need to be accounted for once improvements are installed.

### **2.5 Required Discretionary Actions and Approvals**

Required discretionary project approvals include approving the project, and adopting the Initial Study/Mitigated Negative Declaration (IS/MND).

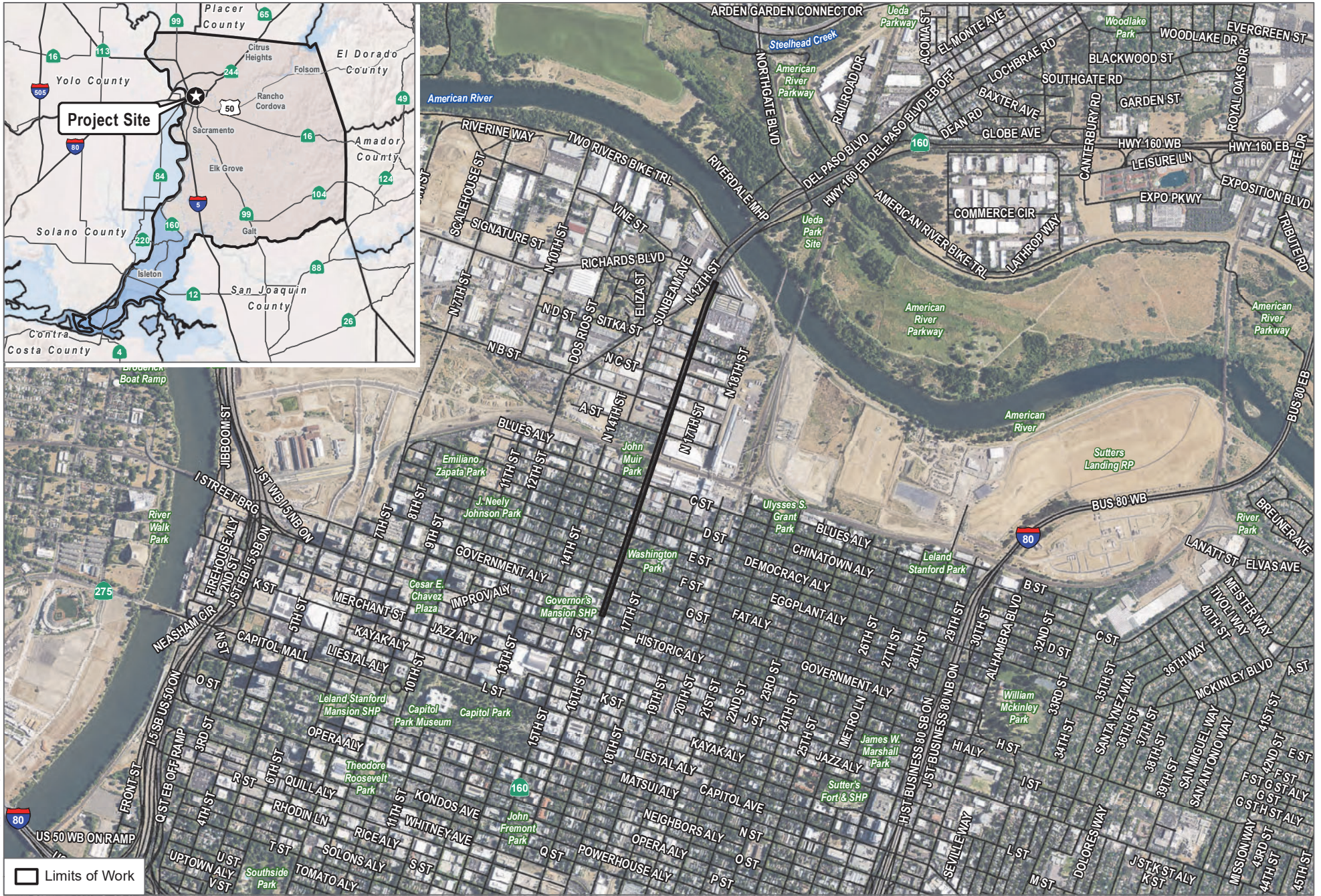
The City intends to apply for federal transportation funds to implement the project. These funds may be administered by the Sacramento Area Council of Governments (SACOG), or the California Department of Transportation (Caltrans). SACOG and Caltrans may therefore act as responsible agencies in the future. In addition, if federal funds are involved, Caltrans may act as the designated National Environmental Policy Act (NEPA) lead agency in the administration of these funds.

## North 16<sup>th</sup> Street Streetscape Project

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SOURCE: NAIP 2016

**DUDEK**



**FIGURE 1**

**Project Location**

North 16th Street Streetscape

## North 16<sup>th</sup> Street Streetscape Project

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SOURCE: NAIP, 2016

**DUDEK**

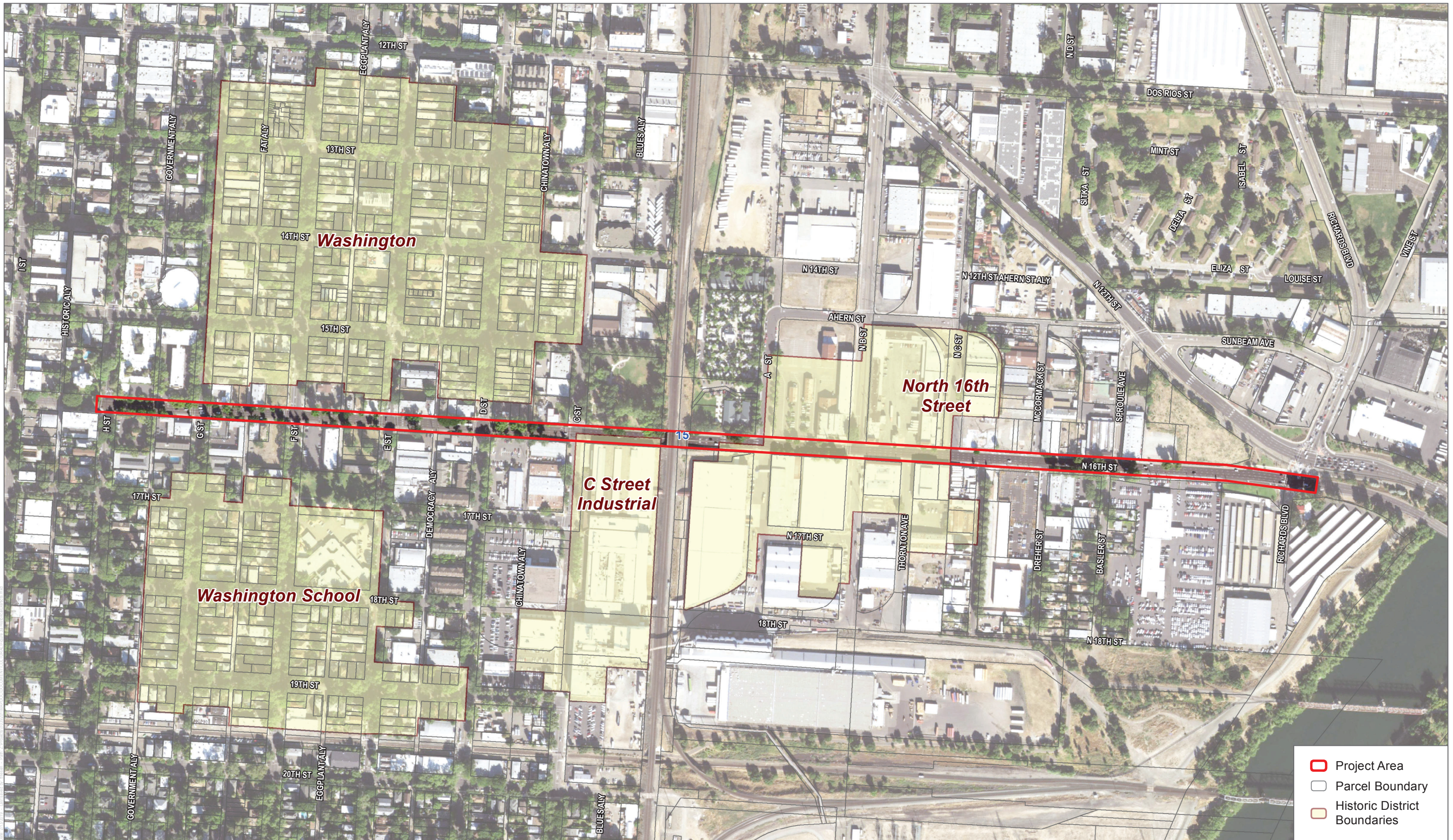


**FIGURE 2**

Limits of Work

North 16th Street Streetscape

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SOURCE: NAIP, 2016

**FIGURE 3**  
Historic Districts  
North 16th Street Streetscape

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Area of Potential Effects Map  
Sacramento County  
North 16th Street Streetscape Improvement Project  
SPTL-5002(191)

Caltrans PQS

Date

Local Assistance Engineer

Date



SOURCE: NAIP, 2016

**DUDEK**



0 170 340 Feet

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## North 16<sup>th</sup> Street Streetscape Project

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### ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact related to the project or the project site that is a “Potentially Significant Impact” not adequately addressed in the General Plan MIR. Compliance with project-specific mitigation measures provided would ensure all impacts can be reduced to a level of less than significant.

- |   |   |  |
|---|---|--|
| <input type="checkbox"/> Aesthetics                         | <input type="checkbox"/> Agriculture and Forestry Resources         | <input type="checkbox"/> Air Quality                   |
| <input checked="" type="checkbox"/> Biological Resources    | <input checked="" type="checkbox"/> Cultural Resources              | <input type="checkbox"/> Geology and Soils             |
| <input type="checkbox"/> Greenhouse Gas Emissions           | <input checked="" type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Hydrology and Water Quality   |
| <input type="checkbox"/> Land Use and Planning              | <input type="checkbox"/> Mineral Resources                          | <input type="checkbox"/> Noise                         |
| <input type="checkbox"/> Population and Housing             | <input type="checkbox"/> Public Services                            | <input type="checkbox"/> Recreation                    |
| <input type="checkbox"/> Transportation and Traffic         | <input checked="" type="checkbox"/> Tribal Cultural Resources       | <input type="checkbox"/> Utilities and Service Systems |
| <input type="checkbox"/> Mandatory Findings of Significance |   |  |

# North 16<sup>th</sup> Street Streetscape Project

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## EVALUATION OF ENVIRONMENTAL IMPACTS

### *LAND USE, POPULATION AND HOUSING, AGRICULTURAL AND FOREST RESOURCES AND MINERAL RESOURCES*

#### **Introduction**

The California Environmental Quality Act (CEQA) requires the Lead Agency (City of Sacramento) to evaluate the impacts of a project on the existing physical conditions within the area that would be affected by the project. Included in this analysis is an evaluation of the proposed project's consistency with the City's 2035 General Plan and applicable regional plans. An inconsistency between the proposed project and an adopted land use plan would not constitute a physical change in the environment. However, although a project may not directly create a physical change in the environment by conflicting with an adopted plan, it may result in environmental effects as a result of changes in planning in the community regarding infrastructure and services, or by inducing population growth directly or indirectly. An evaluation of physical environmental impacts of the proposed project is included below in Sections 3.1 through 3.14.

This section of the Initial Study discusses impacts to land use and planning, including consistency with applicable land use designations, plans, and policies, population and housing, agricultural and forestry resources, and mineral resources.

#### **Discussion**

##### *Land Use and Planning*

The 16th/North 16th Street corridor ("North 16th Street," for purposes of this description) is a northbound, four lane arterial connecting Downtown with northern Sacramento, located within a federally designated Promise Zone. The North 16th Street corridor was part of the historic Lincoln Highway, and in addition to being the primary connection to Highway 160 it is one of the few roadway crossings of the UPRR tracks. Accordingly, the street serves as a major commuter route with over 25,000 daily vehicle trips. The 48-foot wide street carries four vehicle travel lanes, with no bike lanes due to insufficient width. The portion of the corridor covered under this project, from H Street to Richards Boulevard, cuts through two distinct districts separated by the UPRR underpass with pedestrian tunnels on each side of the street.

The area south of the UPRR underpass (located in the Mansion Flats/Washington Neighborhood) includes auto-related uses such as motels and auto repair shops due to the street's history as a state highway. A number of vacant parcels line the street and many have sat vacant for years, with no active plans for redevelopment. North of the UPRR tracks, the corridor passes through the River District Specific Plan area (and is also part of the North 16th Street Historic District). This section

## North 16<sup>th</sup> Street Streetscape Project

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of the corridor is characterized by brick warehouses and a mix of businesses with varying levels of maintenance and investment.

The entire project area is within the area designated by the 2035 General Plan as the Central City Community Plan Area. Land use designations adjacent to the project (from south to north) include: Urban Corridor Low, Employment Center (Low Rise), Parks (Muir Park), and Urban Center High. South of the UPRR underpass, the corridor is zoned General (C-2) and Heavy (C-4) Commercial, and Light (M-1) and Heavy (M-2) Industrial. Within the River District, north of the UPRR underpass, the corridor has a mixture of zoning designations, including Limited, General, and Heavy Commercial, and Multi-Family Residential.

The project would implement General Plan Goals M 1.3 Barrier Removal and M 2.1 Integrated Pedestrian System. The project is consistent with General Plan implementation policies M 1.3.2. (Eliminate Gaps), M 1.3.4 (Barrier Removal for Accessibility), M 2.1.2 (Sidewalk Design), M 2.1.3 (Streetscape Design), and M 2.1.4 (Cohesive and Continuous Network). The project would also implement General Plan Goal M 2.1 Integrated Pedestrian System. The project would improve existing transportation facilities and landscaping, and does not have the potential to divide or disrupt existing neighborhoods

### *Population and Housing*

The project does not include development of new housing and would not induce population growth. There is relatively little housing directly adjacent to the North 16th Street corridor. There are existing houses on Basler and Dreher Streets at the north end of the project vicinity. The proposed project would not result in the displacement of existing housing or people, or require the construction of replacement housing. No impact to population and housing would occur as a result of the proposed project.

### *Agricultural and Forestry Resources*

Section 4.1 of the City's 2035 General Plan MEIR evaluates the impact of development under the 2035 General Plan on agricultural resources. The MEIR concluded that buildout of the 2035 General Plan (including the project site) would have a less-than-significant impact on agricultural resources within the City, and would minimize the conversion of farmland outside of the city limits.

The project site is located in an urban/corridor area of the city and is designated as Urban and Built-Up Land on the Sacramento County Important Farmland Map prepared by the Department of Conservation Farmland Mapping and Monitoring Program (CDOC 2017). The project site and surrounding vicinity does not contain farmland or forestry resources. There are no existing Williamson Act contracts on any portion of the project site and no existing agricultural or timber-harvesting operations are located on or in the vicinity of the project site. (City of Sacramento

## North 16<sup>th</sup> Street Streetscape Project

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2014). For these reasons, the proposed project would result in no impact to agricultural or forestry resources.

### *Energy*

The City's 2035 General Plan includes goals and policies to reduce energy usage within the City through use of energy-efficient technology and energy conservation. Policies U6.1.1 through U6.1.5 describe efforts the City should take to ensure provision of adequate electricity and natural gas services within the City and to reduce overall energy use. General Plan Policies U6.1.6 through U6.1.8 concentrate on encouraging the installation, construction, and use of renewable energy systems and facilities. The MEIR included an analysis of future development anticipated under the 2035 General Plan and evaluated potential impacts to electricity and natural gas due to the increase in demand. The analysis found that impacts would be less than significant, as policies specified in the General Plan would ensure energy conservation, promote energy efficiency and renewable resource systems, and adequate provision of electricity and natural gas. The proposed project would require minimal energy during project construction and operation. Energy use during project construction would consist of fuels used for construction equipment and vehicles, and energy use during project operation would include energy required for maintenance and additional lighting.

The project site is located in a developed area of the City which is served by existing electrical and natural gas utility lines. The project would not result in a substantial increase in energy use within the City beyond what was evaluated in the MEIR; therefore, it would result in a less-than-significant impact regarding energy resources.

### *Mineral Resources*

According to the California Department of Conservation (CDOC) Mineral Land Classification map, the project site is characterized as being within Mineral Resource Zone 1 (MRZ-1) (CDOC 1999). MRZ-1 describes areas where adequate information indicates that no significant mineral deposits are present, or where it has been determined that little likelihood exists for their presence.

The City's General Plan MEIR concluded that buildout of the 2035 General Plan would result in a less-than-significant impact on mineral resources that would be of importance to the state, region, or City. The project site is designated within MRZ-1, and would not be located in a zone that contains mineral deposits that would be of value to the state, region, or City. Therefore, the proposed project would have no impact on mineral resources.

## North 16<sup>th</sup> Street Streetscape Project

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### 3.1 Aesthetics

	No additional significant effect	Additional significant effect can be mitigated to less than significant	Additional significant environmental effect; EIR will be prepared
<b>I. AESTHETICS – Would the project...</b>			
a) Create a source of glare that would cause a public hazard or annoyance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a new source of light that would be cast onto oncoming traffic or residential uses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character of the site or its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Environmental Setting

As discussed in Section 2, Project Description, existing uses in the project area include highway oriented uses such as gas stations, motels and auto repair and sales, due to the street’s history as a state highway. Moving north along the corridor, these uses give way to more industrial uses, as well as vacant or underutilized parcels. The streetscape includes inconsistent or missing segments of sidewalk, unplanted or paved landscaping strips, and confusing signage. The corridor does include numerous mature street trees. The spacing of the trees is inconsistent, and several trees are in need of maintenance and possible replacement due to failing health.

Existing lighting includes street lights – typically tall “cobra head” design – and a variety of exterior building security lights. Street lighting is concentrated at street or alley intersections, leaving some mid-block areas under-illuminated. Proper maintenance of safety lighting is also an issue at the UPRR underpass (between C and A Streets).

The project is not located on or adjacent to a Scenic Highway (note that Highway 160 is a designated Scenic Highway to the south of Sacramento, but not within the project area). The project area is not designated as a scenic view or scenic resource in the City’s General Plan or any other a local plan. The Lower American River is designated as a Wild and Scenic River, from the Nimbus Dam to the Sacramento River confluence. The Lower American River is approximately 540 feet from the project limits. However, the project would not impact the River, and the project is not visible from the River.

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## Standards of Significance

The significance criteria used to evaluate the project impacts to aesthetics is based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to aesthetics would occur if the project would:

- a. Create a source of glare that would cause a public hazard or annoyance.
- b. Create a new source of light that would be cast onto oncoming traffic or residential uses.
- c. Substantially degrade the existing visual character of the site or its surroundings.

## ***SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS***

Section 4.13 of the MEIR addresses the change in visual resources associated with future development under the 2035 General Plan. The MEIR concluded that as the City is largely built-out, new development within the City under the 2035 General Plan would result in less-than-significant impacts to scenic resources. Also due to the built-out nature of the City and compliance with general plan policies, building codes, and design review for larger projects, the MEIR found that development under the 2035 General Plan would result in less-than-significant impacts regarding lighting and glare.

## Relevant 2035 General Plan Policies

The following General Plan policies related to aesthetics and visual resources are applicable to the proposed project:

### ***Land Use and Urban Design Element***

**Goal LU 2.2:** City of Rivers. Preserve and enhance Sacramento’s riverfronts as signature features and destinations within the city and maximize riverfront access from adjoining neighborhoods to facilitate public enjoyment of this unique open space resource.

**Goal LU 2.3:** City of Trees and Open Spaces: Maintain a multi-functional “green infrastructure” consisting of natural areas, open space, urban forest, and parkland, which serves as a defining physical feature of Sacramento, provides visitors and residents with access to open space and recreation, and is designed for environmental sustainability.

**Policy LU 2.3.2:** Adjacent Development. The City shall require that development adjacent to parks and open spaces complements and benefits from this proximity by:

- preserving physical and visual access;

## North 16<sup>th</sup> Street Streetscape Project

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- requiring development to front, rather than back, onto these areas;
- using single-loaded streets along the edge to define and accommodate public access;
- providing pedestrian and multi-use trails;
- augmenting non-accessible habitat areas with adjoining functional parkland; and
- extending streets perpendicular to parks and open space and not closing off visual and/or physical access with development.

**Goal LU 2.7:** City Form and Structure. Require excellence in the design of the city’s form and structure through development standards and clear design direction.

**Policy LU 2.7.2:** Design Review. The City shall require design review that focuses on achieving appropriate form and function for new and reuse and reinvestment projects to promote creativity, innovation, and design quality.

### *Environmental Resources Element*

**Goal ER 7.1:** Visual Resource Preservation. Maintain and protect significant visual resources and aesthetics that define Sacramento.

**Policy ER 7.1.3:** Lighting. The City shall minimize obtrusive light by limiting outdoor lighting that is misdirected, excessive, or unnecessary, and requiring light for development to be directed downward to minimize spill-over onto adjacent properties and reduce vertical glare.

### **Answers to Checklist Questions**

- a,b) Glare is produced when expansive surfaces reflect light, creating a nuisance and hazard for people in the vicinity. Large light-colored surfaces or glass are the most likely to produce glare. The proposed project would not include materials or surfaces that would result in substantial glare that could cause a public hazard or annoyance. This is a less-than-significant impact.

As described previously, existing sources of light surrounding the project site include street lights and a variety of building security lights. The proposed project would install LED street lighting in areas that are under illuminated and improve lighting within the 16th Street underpass pedestrian tunnels. All lighting would conform to the City’s 2035 General Plan policy 6.1.12, which requires lighting be “shielded and directed downward to minimize impacts on adjacent residential uses.”

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Proposed project lighting would increase lighting in the surrounding area, but would be consistent with the project site's industrial and commercial surroundings. Lighting is subject to the Uniform Building Code and Sacramento City Code requirements, ensuring that all lighting would be downward facing and directed away from the nearest sensitive receptor (e.g., residences). The project would not create a new source of light that would be directed towards oncoming traffic or any residential uses. Therefore, project impacts would be **less than significant** and there would be no additional significant effects.

- c) The proposed project would provide improvements to pedestrian and bicycle circulation along 16th and North 16th Streets from H Street to Richards Boulevard, along with improvements to streetscape visual quality. As described previously, 16th and North 16th Streets pass through two distinct districts separated by the UPRR underpass with pedestrian tunnels on each side of the street. The corridor is primarily surrounded by commercial and industrial uses, such as warehouses, storage buildings, car dealerships, and associated surface parking lots. Although some trees line the street, ornamental vegetation is scarce. North of the UPRR tracks, the corridor passes through the North 16th Street Historic District, lined with brick warehouses and home to a mix of businesses. Red-brick buildings within this area provide some visual quality to the historic district. Furthermore, the project site is adjacent to two landscaped parks, Muir Playground and Washington Park, which provide enhanced visual quality to those segments of the corridor. However, the majority of the corridor has low visual quality, being surrounded by a mix of vacant parcels, redeveloped and run-down stretches with few street trees and a saw-tooth pattern of sidewalks.

As described previously, the project site is not located on or adjacent to a Scenic Highway or designated as a scenic view or resource. The Lower American River is approximately 540 feet from the project limits. However, the project would not impact the River, and the project is not visible from the River.

The proposed project would largely serve to enhance the visual quality of the area by reconstructing sidewalks to be consistent in width and style, rebuilding curb and gutter, improving signage/wayfinding, re-striping to accommodate on-street parking, and conducting other aesthetic improvements. Furthermore, the project would remove dying and disfigured trees along the corridor and replace them with consistent block-by-block plantings according to a tree plan that would enhance the visual quality of the surrounding neighborhoods. As stated in section 2, Project Description, the project's purpose includes creation of an organized and consistent streetscape, complete with aesthetics improvements. Because of this, the project would not serve to substantially degrade the existing visual character of the site or its surroundings. Therefore, impacts would be **less than significant** and there would be no additional significant effects.



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### Mitigation Measures

No mitigation would be required.

### Findings

The project would have no additional project-specific environmental effects relating to Aesthetics.

### 3.2 Air Quality

	No additional significant effect	Additional significant effect can be mitigated to less than significant	Additional significant environmental effect; EIR will be prepared
<b>II. AIR QUALITY – Would the project...</b>			
a) Result in construction emissions of NO <sub>x</sub> above 85 pounds per day?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in operational emissions of NO <sub>x</sub> or ROG above 65 pounds per day?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in PM <sub>10</sub> concentrations equal to or greater than five percent of the State ambient air quality standard (i.e., 50 micrograms/cubic meter for 24 hours) in areas where there is evidence of existing or projected violations of this standard?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Result in exposure of sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Result in TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) Conflict with the Climate Action Plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Environmental Setting

Ambient air quality is generally affected by climatological conditions, the topography of the air basin, the type and amounts of pollutants emitted, and, for some pollutants, sunlight. The project site is located the within Sacramento Valley Air Basin (SVAB). Topographical and climatic factors in the SVAB create the potential for high concentrations of regional and local air pollutants. This section describes relevant characteristics of the air basin, types of air pollutants, health effects, and existing air quality levels.

## **North 16<sup>th</sup> Street Streetscape Project**

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The SVAB includes Sacramento, Shasta, Tehama, Butte, Glenn, Colusa, Sutter, Yuba, Yolo, and portions of Solano and Placer counties. The SVAB extends from south of Sacramento to north of Redding and is bounded on the west by the Coast Ranges and on the north and east by the Cascade Range and Sierra Nevada. The San Joaquin Valley Air Basin is located to the south.

The Sacramento Metropolitan Air Quality Management District (SMAQMD) is the designated air quality management district for the City. SMAQMD has established significance thresholds for project construction and operational emissions within the city. Air pollutant emissions during proposed project construction were modeled using the Road Construction Emissions Model, Version 9.0, and used in this analysis. A copy of the Air Quality Emissions Modeling Report is included in Appendix A.

### **Criteria Air Pollutants**

Criteria air pollutants are defined as pollutants for which the federal and state governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. The federal and state standards have been set, with an adequate margin of safety, at levels above which concentrations could be harmful to human health and welfare. These standards are designed to protect the most sensitive persons from illness or discomfort. Pollutants of concern include ozone (O<sub>3</sub>), nitrogen dioxide (NO<sub>2</sub>), carbon monoxide (CO), sulfur dioxide (SO<sub>2</sub>), particulate matter equal to or less than 10 microns in aerodynamic diameter (PM<sub>10</sub>), particulate matter equal to or less than 2.5 microns in aerodynamic diameter (PM<sub>2.5</sub>), and lead (Pb). In California, sulfates, vinyl chloride, hydrogen sulfide, and visibility-reducing particles are also regulated as criteria air pollutants.

### **Existing Air Quality**

Under both the federal and state Clean Air Acts, standards identifying the maximum allowable concentration of the criteria air pollutants have been adopted. The U.S. EPA has designated Sacramento County (which includes the City) as a nonattainment area for the federal 8-hour O<sub>3</sub> standard, and CARB has designated the County as a nonattainment area for the state 1-hour and 8-hour O<sub>3</sub> standards. The County has been designated as a nonattainment area for the state 24-hour and annual PM<sub>10</sub> standards. The County is designated as a nonattainment area for the 2006 federal 24-hour PM<sub>2.5</sub> standard. The air basin is designated as unclassified or attainment for all other criteria air pollutants.

### **Sensitive Receptors**

The project site is primarily surrounded by commercial and industrial uses. The street serves as a major commuter route with over 25,000 average vehicle trips daily. The closest sensitive receptors to the project site include residential neighborhoods, approximately 200 feet to the east and west

## North 16<sup>th</sup> Street Streetscape Project

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of the project site and Sutter Middle School, located approximately 380 feet southwest of the project site, near the intersection of 15th Street and Terminal Way.

### Standards of Significance

The significance criteria used to evaluate the project impacts to air quality is based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to air quality would occur if the project would:

- a. Result in construction emissions of NO<sub>x</sub> above 85 pounds per day.
- b. Result in operational emissions of NO<sub>x</sub> or ROG above 65 pounds per day.
- c. Violate any air quality standard or contribute substantially to an existing or projected air quality violation.
- d. Zero (0). If all feasible BACT/BMPs are applied, then 80 lbs/day and 14.6 tons/year.
- e. Zero (0). If all feasible BACT/BMPs are applied, then 82 lbs/day and 15 tons/year.
- f. Result in CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm).
- g. Result in exposure of sensitive receptors to substantial pollutant concentrations.
- h. Result in TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources.
- i. Conflict with the Climate Action Plan.

### ***SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS***

Section 4.2 of the MEIR addresses the air quality effects of development within the City under the 2035 General Plan. Policies included in the 2035 General Plan were considered to mitigate potential air quality impacts resulting from development under the 2035 General Plan. Although these policies would lessen impacts related to air quality, long-term operational emissions of ozone precursors and particulate matter would remain a significant and unavoidable impact of future development (Impact 4.2-3). The MEIR concluded that exposure to sources of toxic air contaminants (TAC) could also be a potentially significant impact. Policies outlined in the Environmental Resources (ER) Element would mitigate potential impacts related to TAC's to a less-than-significant level.

### Relevant 2035 General Plan Policies

The following General Plan policies related to air quality are applicable to the proposed project:

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### *Environmental Resources*

**Goal ER 6.1:** Improved Air Quality. Improve the health and sustainability of the community through improved regional air quality and reduced greenhouse gas emissions that contribute to climate change.

**Policy ER 6.1.2:** New Development. The City shall review proposed development projects to ensure projects incorporate feasible measures that reduce construction and operational emissions for reactive organic gases, nitrogen oxides, and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) through project design.

**Policy ER 6.1.3:** Emissions Reduction. The City shall require development projects that exceed SMAQMD ROG and NO<sub>x</sub> operational thresholds to incorporate design or operational features that reduce emissions equal to 15 percent from the level that would be produced by an unmitigated project.

**Policy ER 6.1.10:** Coordination with SMAQMD. The City shall coordinate with SMAQMD to ensure projects incorporate feasible mitigation measures to reduce GHG emissions and air pollution if not already provided for through project design.

**Policy ER 6.1.15:** Preference for Reduced-Emission Equipment. The City shall give preference to contractors using reduced-emission equipment for City construction projects and contracts for services (e.g., garbage collection), as well as businesses that practice sustainable operations.

### **SMAQMD Rules**

The SMAQMD requires contractors to follow rules relating to construction activities and building design. Applicable rules are listed below.

**Rule 201: General Permit Requirements.** Any project that includes the use of equipment capable of releasing emissions to the atmosphere may require permit(s) from Sac Metro Air District prior to equipment operation. The applicant, developer, or operator of a project that includes an emergency generator, boiler, or heater should contact the Sac Metro Air District early to determine if a permit is required, and to begin the permit application process. Other general types of uses that require a permit include, but are not limited to, dry cleaners, gasoline stations, spray booths, and operations that generate airborne particulate emissions. Portable construction equipment (e.g., generators, compressors, pile drivers, lighting equipment, etc.) with an internal combustion engine over 50 horsepower is required to have a Sac Metro Air District permit or a California Air Resources Board portable equipment registration (PERP).

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**Rule 402: Nuisance.** The developer or contractor is required to prevent dust or any emissions from on-site activities from causing injury, nuisance, or annoyance to the public.

**Rule 403: Fugitive Dust.** The developer or contractor is required to control dust emissions from earth moving activities, storage or any other construction activity to prevent airborne dust from leaving the project site.

**Rule 453: Cutback and Emulsified Asphalt Paving Materials.** This rule prohibits the use of certain types of cut back or emulsified asphalt for paving, road construction or road maintenance activities.

**Rule 460: Adhesives and Sealants.** The developer or contractor is required to use adhesives and sealants that comply with the volatile organic compound content limits specified in the rule.

### California Code of Regulations (CCR)

The following requirements set forth in the CCR are also applicable to the project.

**13 CCR, Division 3, Chapter 9, Article 5, Portable Equipment Registration Program:** The developer or contractor is required to comply with all registration and operational requirements of the portable equipment registration program such as recordkeeping and notification.

**13 CCR, Division 3, Chapter 9, Article 4.8, §2449(d)(2) and 13 CCR, Division 3, Chapter 10, Article 1, §2485 regarding Anti-Idling:** Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes. These apply to diesel powered off-road equipment and on-road vehicles, respectively.

### Answers to Checklist Questions

#### a-g) *Construction*

Construction of the proposed project would result in a temporary addition of pollutants to the local air shed caused by soil disturbance, fugitive dust emissions, and combustion pollutants from on-site construction equipment, as well as from off-site trucks hauling demolition debris and from construction workers travelling to and from the site. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions. Therefore, an increment of day-to-day variability exists. Pollutant emissions associated with construction of the proposed project were quantified using the Road Construction Emissions Model (RCEM), Version 9.0, and used in this analysis. Default values provided by the program were used where detailed project information was not available.

## North 16<sup>th</sup> Street Streetscape Project

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It was assumed that total construction would occur over a period of 6 months. The RCEM was used to quantify emissions of ozone precursors (ROG and NO<sub>x</sub>) and coarse particulate matter (PM<sub>10</sub>) emissions from off-road equipment, grading, on-road worker vehicle emissions, and vendor delivery trips. Construction of the project would also generate carbon monoxide (CO), sulfur dioxide (SO<sub>x</sub>) and fine particulate matter (PM<sub>2.5</sub>) emissions. The results of the model outputs provided in Appendix H; however, only the criteria air pollutants that the SMAQMD have adopted thresholds for are presented in Table 2, Estimated Construction Emissions.

**Table 2**  
**Estimated Construction Emissions**

Year	NO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
	<i>pounds per day</i>		
2020	69.11	5.02	3.15
<i>Pollutant Threshold</i>	<i>85</i>	<i>80*</i>	<i>82*</i>
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>

**Notes:** Detailed results are included in Appendix H.

\* SMAQMD PM Thresholds if all feasible BACT/BMPs are applied including watering of the project site two times per day.

NO<sub>x</sub> = oxides of nitrogen; PM<sub>10</sub> = coarse particulate matter; PM<sub>2.5</sub> = fine particulate matter

**Source:** Dudek 2018.

As shown in Table 2, emissions of NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> associated with construction activities would not exceed any of the SMAQMD significance thresholds during construction and fall far below the thresholds. Construction-generated emissions would be temporary and would not represent a long-term source of criteria air pollutant emissions. Furthermore, the SMAQMD's CEQA Guide recommends that projects implement the use of best management practices (BMPs) in order to reduce fugitive dust generated from construction activities. The project contractor would be required to implement the following BMPs:

- a. Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- b. Cover or maintain at least 2 feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.
- c. Use wet power vacuum street sweepers to remove any visible track out mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.

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- d. Limit vehicle speeds on unpaved roads to 15 miles per hour.
- e. All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

As such, implementation of the required fugitive dust control measures would ensure air quality and fugitive dust-related impacts associated with construction would be **less than significant** and there would be no additional significant effects.

### *Operation*

The project would improve bicycle and pedestrian facilities, and associated drainage and landscaping. These streetscape improvements would require ongoing maintenance such as graffiti removal, landscape and irrigation maintenance, tunnel cleaning and monitoring and street light repair. As the proposed project would require minimal on-site energy use and vehicles used for maintenance would be limited, operational emissions would not be considerable and would not exceed the SMAQMD operational thresholds and would be far below the acceptable thresholds. Impacts associated with project-generated operational criteria air pollutant emissions would be **less than significant** and there would be no additional significant effects.

- h) Please see Section 3.5, Greenhouse Gases that addresses potential conflicts with the City's adopted Climate Action Plan. The impact was determined to be less than significant.

### **Mitigation Measures**

No mitigation would be required.

### **Findings**

The project would have no additional project-specific environmental effects relating to Air Quality.

## North 16<sup>th</sup> Street Streetscape Project

### 3.3 Biological Resources

	No additional significant effect	Additional significant effect can be mitigated to less than significant	Additional significant environmental effect; EIR will be prepared
<b>III. BIOLOGICAL RESOURCES – Would the project..</b>			
a) Create a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal species?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### Environmental Setting

A Natural Environment Study – Minimal Impact (NES-MI) prepared for the proposed project in June 2018, determined the biological resources located within the project area and the potential impacts of the project on these resources. The following analysis is based on this report, which is included as Appendix B.

The entire project site is considered urban/developed habitat. Some of these areas are subject to regular maintenance as well as high levels of human disturbance (cycling, jogging, walking, homeless transportation routes and camps, etc.). Landscaped areas along the street that consist of trees and shrubs provide wildlife habitat values such as nesting and foraging habitat for several common and special-status bird species. Swainson’s hawks (*Buteo swainsoni*) are known to nest in mature trees in and adjacent to Downtown Sacramento. Other resident and migratory raptor and passerine species such red-tailed hawk (*Buteo jamaicensis*), and American robin (*Turdus migratorius*) are also known to use urban habitat areas within the City for nesting, food, and cover.

The California Natural Diversity Database (CNDDB), California Native Plant Society (CNPS) Online Inventory of Rare and Endangered Plants, and the U.S. Fish and Wildlife Service (USFWS) IPaC Report were reviewed as part of the NES-MI to determine the occurrence or potential occurrence of special-status plant or wildlife species, and natural communities of special concern on or within the “Sacramento East, CA” U.S. Geological Survey quadrangle and eight surrounding quadrangles. Database searches identified 21 special-status wildlife species and 15 special-status plant species that have the potential to occur within the project area. All but one



## North 16<sup>th</sup> Street Streetscape Project

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of the special-status wildlife and plant species, Swainson's hawk, are not expected to occur in the project vicinity due to a lack of suitable habitat within the project area, or the project area is outside of the species known range. Although Northern California black walnut trees are a CNPS List 1B.1 species, trees planted as ornamentals or along roadsides are not naturally occurring. The CNPS database for this species only lists four USGS quadrangles where naturally occurring plants still occur. None of the nine quads surrounding the project area contain naturally occurring Northern California black walnut trees; therefore, it is not considered a special-status species within the project site.

Mature trees along 16th Street and in the vicinity of the project area provide suitable nesting habitat for Swainson's hawk, and/or nesting and foraging habitat for several common avian species such as red-tailed hawk and American robin. Birds-of-prey are protected against take or possession, and the destruction of nests or eggs is prohibited pursuant to Section 3503.5 of the California Fish and Game Code. All native bird nests in California are protected by the federal Migratory Bird Treaty Act.

The project site does not serve as a wildlife corridor because it does not act as a link between two or more patches of otherwise disjointed habitat, and the site and surrounding area is urban and developed.

### **Standards of Significance**

The significance criteria used to evaluate project impacts to biological resources is based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to biological resources would occur if the project would:

- a. Create a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected.
- b. Result in substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal species.
- c. Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands).

### ***SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS***

The City's General Plan MEIR evaluates the effects on biological resources associated with development within the City under the 2035 General Plan in Section 4.3. The MEIR found that development under the 2035 General Plan could cause potential impacts by degrading the quality

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of the environment or reducing habitat or populations below self-sustaining levels of special-status birds due to the loss of both nesting and foraging habitat. Several policies included in the 2035 General Plan would mitigate impacts to biological resources caused by development under the 2035 General Plan.

Cumulative impacts of development under the 2035 General Plan on special-status plant species, loss of habitat for special-status animal species, and loss of riparian habitat, wetlands and sensitive natural communities were found to be less than significant in the MEIR. Impacts contributing to the regional loss of special-status species or their habitat were found to be a significant and unavoidable impact (Impact 4.3-11).

### **Relevant 2035 General Plan Policies**

The following General Plan policies related to biological resources are applicable to the proposed project:

#### ***Environmental Resources Element***

**Goal ER 1.1:** Water Quality Protection. Protect local watersheds, water bodies and groundwater resources, including creeks, reservoirs, the Sacramento and American Rivers, and their shorelines.

**Policy ER 1.1.6:** Post-Development Runoff. The City shall impose requirements to control the volume, frequency, duration, and peak flow rates and velocities of runoff from development projects to prevent or reduce downstream erosion and protect stream habitat.

**Policy ER 1.1.4:** New Development. The City shall require new development to protect the quality of water bodies and natural drainage systems through site design (e.g., cluster development), source controls, storm water treatment, runoff reduction measures, best management practices (BMPs) and LID, and hydromodification strategies consistent with the city's NPDES Permit.

**Policy ER 1.1.7:** Construction Site Impacts. The City shall minimize disturbances of natural water bodies and natural drainage systems caused by development, implement measures to protect areas from erosion and sediment loss, and continue to require construction contractors to comply with the City's erosion and sediment control ordinance and stormwater management and discharge control ordinance.

**Goal ER 2.1:** Natural and Open Space Protection. Protect and enhance open space, natural areas, and significant wildlife and vegetation in the city as integral parts of a sustainable environment within a larger regional ecosystem.

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**Policy ER 2.1.1:** Resource Preservation. The City shall encourage new development to preserve on-site natural elements that contribute to the community's native plant and wildlife species value and to its aesthetic character.

**Policy ER 2.1.4:** Retain Habitat Areas. The City shall retain plant and wildlife habitat areas where there are known sensitive resources (e.g., sensitive habitats, special-status, threatened, endangered, candidate species, and species of concern). Particular attention shall be focused on retaining habitat areas that are contiguous with other existing natural areas and/or wildlife movement corridors.

**Policy ER 2.1.10:** Habitat Assessments and Impact Compensation. The City shall consider the potential impact on sensitive plants and wildlife for each project requiring discretionary approval. If site conditions are such that potential habitat for sensitive plant and/or wildlife species may be present, the City shall require habitat assessments, prepared by a qualified biologist, for sensitive plant and wildlife species. If the habitat assessment determines that suitable habitat for sensitive plant and/or wildlife species is present, then either (1) protocol-level surveys shall be conducted (where survey protocol has been established by a resource agency), or, in the absence of established survey protocol, a focused survey shall be conducted consistent with industry-recognized best practices; or (2) suitable habitat and presence of the species shall be assumed to occur within all potential habitat locations identified on the project site. Survey Reports shall be prepared and submitted to the City and the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Service (USFWS) (depending on the species) for further consultation and development of avoidance and/or mitigation measures consistent with state and federal law.

**Goal ER 3.1:** Urban Forest. Manage the city's urban forest as an environmental, economic, and aesthetic resource to improve Sacramento residents' quality of life.

**Policy ER 3.1.3:** Trees of Significance. The City shall require the retention of City trees Heritage Trees by promoting stewardship of such trees and ensuring that the design of development projects provides for the retention of these trees wherever possible. Where tree removal cannot be avoided, the City shall require tree replacement or appropriate remediation.

### City of Sacramento City Code

The City Code (Title 12, Chapter 12.56, 12.56.040), protects City trees associated with public projects. The ordinance specifies that whenever feasible, the city shall modify the design of public projects to avoid the removal or damage to city trees. The ordinance states:

- B. If the city proposes to remove city trees that have a diameter at standard height (DSH) of four inches or more as part of a public project that otherwise requires city council approval, the city project manager shall provide written justification to the director of

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- the need to remove city trees for the public project. The request for approval from city council may take place at any stage of the public project but the city shall obtain council approval prior to removing the city trees. City trees proposed to be removed as part of a public project that either does not require city council approval or has a DSH less than four inches shall be removed as provided in Section 12.56.030(C).
- C. The director shall provide written notice of the proposal to remove city trees as part of a public project by posting a notice of the time, date, and location of the city council meeting during which the city council is to decide whether or not to remove city trees in a conspicuous place on or in proximity to the trees at least fifteen (15) days prior to the city council meeting. (Ord. 2016-0026 § 4)

### Answers to Checklist Questions

- a) The proposed project would not create a potential health hazard or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area. The project area occurs in a highly urbanized and disturbed environment that is mostly paved. Vegetation that occurs within the project area consists of ornamental plantings and street trees, and is regularly maintained within an area that has increased levels of human presence and development. Although this vegetation provides nesting and foraging habitat for common and special-status avian species, it is not considered a natural vegetation community. The project consists of improvements to pedestrian and bicycle circulation areas of 16th and North 16th Streets, as well as improvements to overall streetscape visual quality. This would include improvements to sidewalks, curbs, drainage features, safety-related design features, identification of bike routes, and landscaping. The proposed project could create noise during construction that may affect common animal populations that are not considered protected species within the area; however, this would be temporary and would be a **less-than-significant impact** and there would be no additional significant effects.
- b) The proposed project would not result in substantial degradation of the quality of the environment, reduction of habitat, reduction of population below self-sustaining levels of threatened or endangered species due to the lack of such resources present on or adjacent to the site. As described previously, there is no potential for special-status plants to occur within the project site. The developed and disturbed nature of the site precludes the presence of special-status plants due to the absence of suitable soils and/or habitat. Swainson's hawk is the only special-status wildlife species that has potential to occur within or adjacent to the project area. Due to the presence of several mature trees within the project area and vicinity, the presence of suitable foraging habitat within 10 miles of

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the project area, and information obtained from the CNDDDB that shows multiple occurrence records for this species in the vicinity of the project area, the likelihood of Swainson's hawk nesting in the vicinity of the project area is high. Furthermore, native migratory birds protected under the Migratory Bird Treaty Act (MBTA) have the potential to utilize trees, shrubs, and man-made structures such as buildings and bridges for nesting and foraging. Impacts to Swainson's hawk and nesting migratory birds could occur due to implementation of the project in the form of nest abandonment, take of individual eggs or chicks, or destruction of active nests due to noise, tree removal and increased levels of human disturbance and equipment in the vicinity of the project site. Implementation of Mitigation Measure BIO-1, which would ensure that a nesting bird survey is completed by a qualified biologist prior to project construction during the nesting bird season, would reduce impacts to Swainson's hawk and migratory birds to **less than significant**.

- c) The proposed project would not affect other species of special concern to regulatory agencies or natural resource organizations (such as regulatory waters and wetlands) since no species of special concern are likely to be on the project site due to the lack of suitable and high-quality habitat. No water features or wetlands are located on or near the project site; therefore, there would be **no impact** to these resources and there would be no additional significant effects.

### Mitigation Measures

The following mitigation measure will be implemented to ensure no impacts to Swainson's hawk or other native birds protected by the MBTA occur due to project construction. Compliance with this measure would ensure impacts would be reduced to less than significant.

#### *Mitigation Measure BIO-1*

If work activities are to be conducted during the nesting bird season (February 1 – August 31), a nesting bird survey shall be completed by a qualified biologist no earlier than 2 weeks before construction to determine if any native birds are nesting within or in the vicinity of the project area (including a 200-foot buffer for raptors and a ½ mile buffer for Swainson's hawk). The survey shall include a thorough search of all trees, power poles, cavities, buildings, and vegetation for active nests in the proposed disturbance area, while also noting any incidental avian sightings. Surveys shall not be conducted during periods of excessive or abnormal cold, heat, wind, rain, or other inclement weather that individually or collectively reduces the likelihood of detection. If any passerine or large stick nests are discovered, it will be determined whether they are actively being used or not. The following behaviors are indicators that an active nest may be present:

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1. Carrying material to build nests within the BSA or above recommended buffers
2. Copulations
3. Carrying food or feeding young
4. Carrying fecal sacks away from nest
5. Mate-feeding; repeated “bee-line” flying to likely nest site
6. Observation of nest
7. Observation of chicks
8. Females giving call or chip notes alerting their mate that they are off the nest
9. Auditory evidence of chicks

If any active nests are observed during surveys, a suitable avoidance buffer from the nests will be determined by the qualified biologist based on species, location, and extent and type of planned construction activity. These nests shall be avoided until the chicks have fledged and the nests are no longer active, as determined by the qualified biologist. Should an active Swainson’s hawk nest occur in the vicinity of the project area, consultation with CDFW shall occur to determine an appropriate buffer to avoid impacts to the nest.

### Findings

The project would have no additional project-specific environmental effects relating to Biological Resources.

### 3.4 Cultural Resources

	No additional significant effect	Additional significant effect can be mitigated to less than significant	Additional significant environmental effect; EIR will be prepared
<b>IV. CULTURAL RESOURCES – Would the project...</b>			
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Directly or indirectly destroy a unique paleontological resource?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Environmental Setting

Cultural Resources investigations for this project have been ongoing between February 2018 and March 2019. The purpose of these investigations is to identify cultural resources located within or

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adjacent to the proposed project site that could be directly or indirectly impacted as a result of project-related activities and to assess potential project impacts. Cultural resource technical reports have been prepared in consultation with Caltrans in accordance with their guidelines for compliance with both the California Environmental Quality Act (CEQA), the National Environmental Policy Act (NEPA), and Section 106 of the National Historic Preservation Act (NHPA). Cultural resources within the City and in the surrounding area include prehistoric and historic archaeological resources as well as historic built environment resources (i.e. buildings and engineering structures). Prehistoric resources are those sites and artifacts associated with the indigenous, non-Euroamerican population, generally dating prior to contact with people of European descent. Historic resources include structures, features, artifacts, and sites that date from Euroamerican settlement of the region. Methods for identifying cultural resources included delineation of an Area of Potential Effects (APE) map, conducting a California Historical Resources Information System (CHRIS) records search, and additional background research to identify any predetermined locally and significant resources, and Native American coordination. A pedestrian survey of the project APE was conducted on June 21, 2018, the project area was documents with field notes, and digital photography.

### *Area of Potential Effects*

The APE for the project was established in consultation with Caltrans District 3 Cultural Resources Professional Qualified Staff (PQS). The APE is shown in **Figure 4**.

The APE extends northward approximately 1 mile from the intersection of 16th and H Streets to North 16th Street and Richards Boulevard, where Highway 160 begins its northeasterly alignment. The APE map depicts the areas of direct and indirect impacts in consideration of the proposed construction, and staging is assumed within the existing 16<sup>th</sup> Street right-of-way.

The APE for archaeology is limited to the area of direct impact. The direct APE includes the maximum project footprint. The vertical APE, as represented by the maximum depth of excavation, will vary by construction need. Ground disturbance will be less than 2 feet in depth for replacement of existing utilities, 3-4 feet in depth for construction of swales, 6 feet in depth for street lights, and up to 9 feet below the surface for installation of traffic signals. All work will occur in areas occupied by existing roads or in adjacent areas that have otherwise been previously developed. The APE for built environment resources includes the direct APE and the area of indirect impact resulting from the proposed project. The areas of indirect impact take into consideration the maximum extent of visual and noise-related effects that the project could have on historic architectural and built resources (e.g., changes to the setting of resources located within or adjacent to the proposed new construction). The indirect APE delineates the maximum possible area of direct impact from project-related activities, including all new construction related to the proposed streetscape modifications.

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### *Records Search*

On February 16, 2018, a CHRIS records search was conducted at the North Central Information Center (NCIC) for an unrelated project on a property which is located within the North 16th Street Streetscape project area. On April 14, 2018, a supplementary CHRIS records search was conducted at the NCIC enlarging the original 0.5-mile radius by a 0.25-mile segment at each end of the corridor, encompassing the whole project area. The search included any previously recorded cultural resources (including archaeological and historic built environment resources) and investigations within the project area, and a 0.25-mile radius buffer.

The records search results identified one previous cultural resources study within the project area, and an additional 25 previous cultural resources studies within the 0.25-mile radius that do not overlap the project site. These previous studies include archaeological monitoring reports, historic properties survey reports, cultural resources inventory reports, and a Discovery Plan.

A total of 188 previously recorded resources were identified within 0.25 miles of the project area. This number includes four archaeological resources, all of which are comprised of historic-era refuse deposits. No prehistoric archaeological resources were identified within the project site or the surrounding records search area. Two previously recorded built environment properties intersect the APE. A brief description of these previously recorded resources is presented below.

#### **P-34-000746 – Sacramento Northern Railroad**

Previous site recordation of the Sacramento Northern Railroad was identified through the records search. The previous record recommended that the rail segment was ineligible. Furthermore, research revealed that all rail line features in the proposed project area have been removed. As a resource that is no longer extant, no further consideration for inclusion in the APE was necessary.

#### **P-34-000505 – Transcontinental Railroad**

A previously recorded segment of the Transcontinental Railroad was identified through the records search results. The Transcontinental Railroad alignment has been previously determined eligible for listing under NRHP/CRHR Criterion A/1 and it is considered a California Historical Landmark. The resource is significant as one of the most important engineering and construction accomplishments in the 1860s, and for the role the rail line played in uniting the Nation coast to coast through transportation. The period of significance extends from 1863 to 1945 in order to account for the noteworthy role the line played in settlement of the West and in the transportation of soldiers and supplies during World War II. The rail alignment directly intersects the APE.



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### *Additional Background Research*

In addition to conducting the CHRIS records search, an extensive search to determine if any of the local city and county planning departments located in the APE had designated or surveyed historical resources within their jurisdictions and, if so, whether they qualified as CEQA historical resources. Locally identified resources are *presumed* to be historical resources for the purposes of CEQA if they meet the criteria set forth in Section 15064.5(a)(2) of the State CEQA Guidelines. Research revealed that the proposed project site is adjacent to the City of Sacramento C Street Industrial historic district and intersects the City of Sacramento North 16<sup>th</sup> Street historic district via 16<sup>th</sup> Street. In addition, research revealed that 16<sup>th</sup> Street was part of the Lincoln Highway; the first transcontinental roadway in the United States. As such, the two historic districts and 16<sup>th</sup> Street, as part of the Lincoln Highway, were taken into consideration of built environment resources to possibly include in the APE. Ultimately, in review of the proposed project activities and in consultation with Caltrans, as a property adjacent to the APE the City of Sacramento C Street Industrial historic district was not included in the APE as there does not appear that the project has the potential to directly or indirectly impact the historic district. The City of Sacramento North 16<sup>th</sup> Street historic district and 16<sup>th</sup> Street as part of the Lincoln Highway remain in the APE.

### *Native American Coordination*

The Native American Heritage Commission (NAHC) was contacted on April 18, 2018 to request a review of the Sacred Lands File. The NAHC responded on April 30, 2018, and stated that sacred Native American cultural resources may lie within the immediate project area. The NAHC also provided a list of ten Native American groups and individual contacts that may have additional knowledge of cultural resources in the vicinity of the APE.

The City of Sacramento sent letters to all tribes that have requested to be notified of any upcoming projects, pursuant to Assembly Bill 52 (AB 52). Because AB 52 is a government-to-government process, all records of correspondence related to notification and any subsequent consultation are confidential and on file with the City. Discussion of Tribal Cultural Resources is included in Section 3.13, Tribal Cultural Resources.

### *Archaeological Resources Results*

Information on file with the CHRIS information center indicates that no archaeological sites have been previously recorded within or near the project APE. While NAHC sacred lands file search results did indicate that a possible resource of importance to California Native American tribes has been identified in the vicinity of the project, tribal consultation with the City has not resulted in the identification of any resources that might be impacted. Having considered information gathered

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through the archaeological inventory process, as well as the developed context of the APE, no known or unanticipated archaeological resources are likely to be impacted as a result of proposed project activities.

### *Historic Built Environment Resources Results*

Although 16<sup>th</sup> Street, as part of the Lincoln Highway, is located in the APE, it was exempt from further study. 16<sup>th</sup> Street has been significantly modified since it was incorporated into the Lincoln Highway road system in the early part of the twentieth century. It currently appears and functions as a modern roadway. As a substantially altered property it meets the criteria for Caltrans Section 106 Programmatic Agreement (PA) Attachment 4 (Properties Exempt from Evaluation – Property Type 3: Buildings, structures, objects, districts, and sites so altered as to appear less than 30 years old). No further consideration of this property as a CEQA historical resource located in APE is warranted.

Based on project related activities related to potential direct and indirect effects, a total of two built environment CEQA historical resources were included in the APE. The first historical resource is the City of Sacramento North 16th Street Historic District which includes 27 contributing buildings, and is assumed eligible for listing in the NRHP by Caltrans for the purposes of this project, pursuant to Section 106 PA Stipulation VIII.C.4 The second resource is the Transcontinental Railroad alignment (P-34-000505) located in the APE, of which, the 16th Street Bridge/Underpass is assumed to be a contributing feature under Caltrans PA. Details on these resources and their eligibility was documented in the Historic Property Survey Report (HPSR) prepared for Caltrans (Haley and Giacinto 2019).

### *Paleontological Resources*

The 2035 General Plan MEIR has determined that the Policy Area is not considered sensitive for paleontological resources and the likelihood of discovery would be very low. However, paleontological resources may be present in fossil-bearing soils and rock formations below the ground surface. Ground-disturbing activities have the potential to damage or destroy paleontological resources. The likelihood of any paleontological resources to be present on the project site is considered low.

### **Standards of Significance**

The significance criteria used to evaluate the project impacts to cultural resources are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to cultural resources would occur if the project would:

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- a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5.
- b. Directly or indirectly destroy a unique paleontological resource.

### ***SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS***

Section 4.4 of the 2035 General Plan MEIR addresses the effects of development on cultural resources within the City. The MEIR concluded that impacts on historic resources and archeological resources due to development under the 2035 General Plan would be significant and unavoidable (Impacts 4.4-1 and 4.4-2). Adherence to applicable policies and regulations would reduce potential impacts related to paleontological resources to a less-than-significant level (impact 4.5-5).

### **Relevant 2035 General Plan Policies**

The following General Plan policies related to cultural resources are applicable to the proposed project:

#### ***Historic and Cultural Resources***

**Goal HCR 2.1:** Identification and Preservation of Historic and Cultural Resources. Identify and preserve the city's historic and cultural resources to enrich our sense of place and our understanding of the city's prehistory and history.

**Policy HCR 2.1.2:** Applicable Laws and Regulations. The City shall ensure compliance with City, State, and Federal historic preservation laws, regulations, and codes to protect and assist in the preservation of historic and archaeological resources, including the use of the California Historical Building Code as applicable. Unless listed in the Sacramento, California, or National registers, the City shall require discretionary projects involving resources 50 years and older to evaluate their eligibility for inclusion on the California or Sacramento registers for compliance with the California Environmental Quality Act.

**Policy HCR 2.1.3:** Consultation. The City shall consult with appropriate organizations and individuals (e.g., California Historical Resources Information System (CHRIS) Information Centers, the Native American Heritage Commission (NAHC), the CA Office of Planning and Research (OPR) "Tribal Consultation Guidelines," etc.) and shall establish a public outreach policy to minimize potential impacts to historic and cultural resources.

**Policy HCR 2.1.6:** Planning. The City shall take historical and cultural resources into consideration in the development of planning studies and documents.

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**Policy HCR 2.1.11:** Compatibility with Historic Context. The City shall review proposed new development, alterations, and rehabilitation/remodels for compatibility with the surrounding historic context. The City shall pay special attention to the scale, massing, and relationship of proposed new development to surrounding historic resources.

**Policy HCR 2.1.12:** Contextual Features. The City shall promote the preservation, rehabilitation, restoration, and/or reconstruction, as appropriate, of contextual features (e.g., structures, landscapes, street lamps, signs) related to historic resources.

**Policy HCR 2.1.16:** Archeological & Cultural Resources. The City shall develop or ensure compliance with protocols that protect or mitigate impacts to archaeological and cultural resources including prehistoric resources.

### Answers to Checklist Questions

#### a) **Archaeological Resources**

CHRIS records indicate that four archaeological sites have been recorded within a quarter-mile of the proposed project. None of these intersect, or are in the vicinity of, the proposed project area. As such, there will be no impacts to known archaeological sites as a result of the project. As described in the archaeological survey report completed for the proposed project (see Appendix C), the entire project site shows considerable disturbance from urbanization. Related disturbances include, but are not limited to road paving, residential and commercial structures, installation and maintenance of subsurface utilities, and landscaping of green areas. In consideration of the past disturbances on the project site, the likelihood of encountering significant subsurface archaeological deposits or features is considered low. While the NAHC Sacred Lands File search indicated sacred sites may exist within the project vicinity, tribal outreach and consultation has not identified any specific tribal cultural resources within the project area. An archaeological pedestrian survey of the project site was not warranted because all portions of the project are paved or otherwise obscured by existing development. Based on review of information gathered through the inventory process, the project site has a relatively low potential for unanticipated buried cultural resources. No archaeological monitoring is recommended to be necessary. However, it is always possible that intact archaeological deposits are present at subsurface levels, as well as human remains. In order to ensure that impacts to cultural resources and any human remains that may be unearthed remain less than significant, should any such resources be encountered during project grading or construction, the project would be required to implement Mitigation Measure TCR-1, TCR-2 and TCR-3. With implementation of Mitigation Measures TCR-1, TCR-2 and TCR-3, impacts to archaeological resources and human remains would be less than significant with mitigation incorporated.

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### Historic Built Environment Resources

A substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource, modification of its physical characteristics, or alternation to its immediate surroundings such that the historical resource would be materially impaired or modified to the extent that the resource no longer conveys its historical significance (CEQA Guidelines Section 15064.5(b)(1); PRC Section 5020.1(q)).

A total of two built environment CEQA historical resources have been identified within the APE. The first historical resource is the City of Sacramento North 16th Street Historic District which includes 27 contributing buildings, and is assumed eligible for listing in the NRHP by Caltrans for the purposes of this project, pursuant to Caltrans Section 106 PA Stipulation VIII.C.4 The North 16th Street Historic District on the whole as well as individual contributing buildings will not be physically touched by this project; no direct physical changes are proposed as part of project construction which generally consist of curb, gutter, sidewalk and associated landscaping and lighting modifications along 16<sup>th</sup> Street. The sidewalks along North 16<sup>th</sup> Street have not been identified as character defining features of the historic district. In addition, as they currently exist they have been highly modified over time. The existing plantings also postdate the historic development of the North 16th Street Historic District and are not known to be contributing elements of the district. All project construction is proposed generally involves minor activities, consisting of restriping roadways for the bike path and bike path buffer, and modifications to the streetscape (landscape and hardscape) along 16<sup>th</sup> Street. These changes, will not cause a significant visual effect to the setting of the historic district or individual contributing buildings. In addition, no major sources of vibration would be associated with project construction. Therefore, the project will not result in direct or indirect impacts to this historic property.

The second resource is the Transcontinental Railroad alignment (P-34-000505), currently owned and operated by UPRR, located in the APE, of which, the 16th Street Bridge/Underpass is assumed to be a contributing feature under the Caltrans PA. The rail alignment is carried via the 16th Street Underpass/Bridge (built in 1923, pedestrian walkways added in 1935). This structure, which is a replacement of an earlier structure, has a direct association with the Transcontinental Railroad in that it carries the track over 16th Street. The bridge has not been previously individually evaluated; however, as such it is assumed eligible as a contributing feature of the Transcontinental Railroad. The character-defining features associated with the Transcontinental Railroad alignment are its setting, alignment, and continued function as a railroad alignment.

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The Transcontinental Railroad alignment itself will not be physically touched by this project. All project construction is proposed along North 16<sup>th</sup> Street. Modifications are proposed to the 16th Street Bridge/Underpass, which is considered a contributing feature of the Transcontinental Railroad alignment (P-34-000505). The changes to the bridge/underpass structure include modifications to the pedestrian walkway retaining walls along North 16<sup>th</sup> Street. Overall, the walls south of UPRR (up to the bridge tunnels) would be demolished and replaced with new walls. Walls north of UPRR will not be modified. The retaining walls on the sidewalk would also be replaced, as the sidewalk will have a longer less steep grade. Additional work proposed under and adjacent to the subject structure is limited to the addition of bike and/or pedestrian pathways that parallel the existing 16<sup>th</sup> Street Underpass tunnels, enhancement of landscape and hardscape elements nearby, and signage. In addition, it is assumed the BPM related to construction as outlined in Chapter 2 (Project Description) will ensure that the rail alignment and the associated underpass/bridge will not sustain indirect impacts as a result of construction related vibration or noise.

Although the proposed modifications to the 16th Street Bridge/Underpass structure will result in alterations of this structure they will not impact the Transcontinental Railroad. The 16th Street Bridge/Underpass structure it is eligible as a contributing element of the Transcontinental Railroad, as structure that carries the rail line. The existing bridge/underpass is a replacement of the original structure that carried the rail alignment over 16th Street. As such, the pedestrian walkways that connect to the bridge do not contribute to the significance of the overall Transcontinental Railroad alignment. These changes will not modify the setting, location, rail alignment, or its ability to continue function as an active rail line. As such, these modifications to the pedestrian walkways do not represent a substantial adverse change to the character-defining features of the Transcontinental Railroad. The Transcontinental Railroad alignment will retain its character defining features (setting, alignment, and continued function as a railroad alignment) that help the resource convey its significance. Therefore, implementation of the proposed project will not will not result in direct or indirect impact to this historical resource.

Detailed project impacts analysis is available through the Historic Property Survey Report and associated attachments prepared for Caltrans in support of this project (Haley and Giacinto 2019). In summary, the proposed project will have no impact on the two CEQA built environment historical resources located in the APE.

- b) The project site is located in a developed area with an existing paved roadway and within extensively graded and disturbed sidewalks. In consideration of the severity of past disturbance on the project site, the likelihood of encountering significant subsurface

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paleontological deposits or features is considered low. Compliance with Policy HCR 2.2.16 requires the City to identify and protect all paleontological resources in compliance with accepted protocols. These procedures include criteria for qualifications for personnel, survey, research, testing, training, monitoring, cessation, and resumption of construction, identification, evaluation, and reporting, as well as compliance with recommendations to address any significant adverse effects where determined by the City to be feasible. Compliance with Policy HCR 2.1.16 would reduce potential impacts to paleontological resources to **less than significant** and there would be no additional significant effects.

### Mitigation Measures

Compliance with mitigation measures TCR-1 through TCR-3 would ensure impacts to unknown archeological resources and human remains would be reduced to less than significant.

### Findings

All additional significant environmental effects of the project relating to Cultural Resources can be mitigated to a less-than-significant level.

### 3.5 Greenhouse Gas Emissions

	No additional significant effect	Additional significant effect can be mitigated to less than significant	Additional significant environmental effect; EIR will be prepared
<b>V. GREENHOUSE GAS EMISSIONS – Would the project...</b>			
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose or reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Environmental Setting

The City of Sacramento adopted a community wide Climate Action Plan (CAP) on February 14, 2012, to identify actions the City can take to reduce greenhouse gas (GHG) emissions through GHG reduction targets, strategies, and specific actions. The CAP was incorporated into the City’s 2035 General Plan on March 3, 2015. The City has retained a goal of reducing community-wide emissions to 15% below 2005 levels by 2020, 38% below 2005 levels by 2030, and 83% below

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2005 levels by 2050. In order to ensure that future development is in compliance with the City's GHG emissions reduction goals (City of Sacramento 2017). The City has designed self-mitigating policies for all development and operations in the city to adhere to. (City of Sacramento 2017).

### **Standards of Significance**

The significance criteria used to evaluate the project impacts to greenhouse gases/climate change is based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to greenhouse gas emissions would occur if the project would:

- a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

### ***SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS***

Section 4.14 of the City's 2035 General Plan MEIR addresses the potential for new development to generate an increase in GHG emissions under the 2035 General Plan. The MEIR concluded that GHG emissions associated with development under the 2035 General Plan would be less than significant. Several policies incorporated in the 2035 General Plan address climate change and GHG emissions, specifically Policies U 6.1.1 through 6.1.17, which describe efforts the City should take to reduce overall energy use, promote renewable energy systems and facilities, and coordinate with regional organizations, businesses, utility providers, property owners and builders to increase energy efficiency within the City. These policies include those relating to use of higher-efficiency vehicles, promoting pedestrian, bicycle, and public transit transportation, and sustainable development. Table 4.14-3 of the MEIR lists all General Plan policies that address climate change. Relevant policies from the 2035 General Plan are included below.

### **Relevant General Plan Policies**

The following General Plan policies related to greenhouse gas emissions are applicable to the proposed project:

#### ***Land Use***

**Goal LU 2.6.** City Sustained and Renewed. Promote sustainable development and land use practices in both new development, reuse, and reinvestment that provide for the transformation of Sacramento into a sustainable urban city while preserving choices (e.g., where to live, work, and recreate) for future generations



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**Policy LU 6.1.9:** Enhanced Pedestrian Environment. The City shall require that sidewalks along mixed-use corridors are wide enough to accommodate significant pedestrian traffic and promote the transformation of existing automobile-dominated corridors into boulevards that are attractive, comfortable, and safe for pedestrians by incorporating the following:

- on-street parking between sidewalk and travel lanes,
- few curb cuts and driveways,
- enhanced pedestrian street crossings,
- building entrances oriented to the street,
- transparent ground floor frontages,
- street trees,
- streetscape furnishings, and
- pedestrian-scaled lighting and signage.

### *Mobility*

**Goal M 1.3.** Barrier Removal. Improve accessibility and system connectivity by removing physical and operational barriers to safe travel.

**Goal M 2.1.** Integrated Pedestrian System. Design, construct, and maintain a universally accessible, safe, convenient, integrated and well-connected pedestrian system that promotes walking.

**Goal M 4.4.** Roadway Functional Classification and Street Typology. Maintain an interconnected system of streets that allows travel on multiple routes by multiple modes, balancing access, mobility and place-making functions with sensitivity to the existing and planned land use context of each corridor and major street segment.

**Goal M 5.1.** Integrated Bicycle System. Create and maintain a safe, comprehensive, and integrated bicycle system and set of support facilities throughout the city that encourage bicycling that is accessible to all. Provide bicycle facilities, programs and services and implement other

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transportation and land use policies as necessary to achieve the City's bicycle mode share goal as documented in the Bicycle Master Plan.

### *Environmental Resources*

**Goal ER 6.1.** Improved Air Quality. Improve the health and sustainability of the community through improved regional air quality and reduced greenhouse gas emissions that contribute to climate change.

**Policy ER 6.1.7:** Greenhouse Gas Reduction in New Development. The City shall reduce greenhouse gas emissions from new development by discouraging auto-dependent sprawl and dependence on the private automobile; promoting water conservation and recycling; promoting development that is compact, mixed use, pedestrian friendly, and transit oriented; promoting energy-efficient building design and site planning; improving the jobs/housing ratio in each community; and other methods of reducing emissions.

**Policy ER 6.1.10:** Coordination with SMAQMD. The City shall coordinate with SMAQMD to ensure projects incorporate feasible mitigation measures to reduce GHG emissions and air pollution if not already provided for through project design.

**Policy ER 6.1.12:** Reduced Emissions for City Operations. The City shall promote reduced idling, trip reduction, routing for efficiency, and the use of public transportation, carpooling, and alternate modes of transportation for City operations.

**Policy ER 6.1.14:** Preference for Reduced-Emission Equipment. The City shall give preference to contractors using reduced-emission equipment for City construction projects and contracts for services (e.g., garbage collection), as well as businesses that practice sustainable operations.

### **Answers to Checklist Questions**

- a,b) The project's short-term construction related and long-term operational GHG emissions were estimated using the Road Construction Emissions Model, Version 9.0. All project modeling results are included in Appendix A.

### ***Construction***

Construction of the proposed project would result in short-term GHG emissions, which are primarily associated with use of off-road construction equipment, on-road hauling and vendor (material delivery) trucks, and worker vehicles. Table 3, Project Estimated Annual Construction GHG Emissions, presents estimated construction emissions.

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SMAQMD has adopted the quantitative threshold for construction GHG emissions of 1,100 MT CO<sub>2</sub>e for land use development projects (SMAQMD 2018). A project that exceeds the thresholds may have a cumulatively considerable contribution of GHG emissions.

**Table 3**  
**Project Estimated Annual Construction GHG Emissions**

Year	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
	<i>Metric Tons per Year</i>			
2020	392.74	0.11	0.01	397.01
			<b>Total</b>	<b>397.01</b>
			<i>Pollutant Threshold</i>	1,100
			<b>Threshold Exceeded?</b>	<b>No</b>

**Notes:** Detailed results are included in Appendix H.

MT = metric tons; CO<sub>2</sub> = carbon dioxide; CH<sub>4</sub> = methane; N<sub>2</sub>O = nitrous oxide; CO<sub>2</sub>e = carbon dioxide equivalent.

**Source:** Dudek 2018.

As shown in Table 3, estimated annual construction-related GHG emissions would be approximately 397 MT CO<sub>2</sub>e per year. Therefore, construction impacts of the proposed project would not exceed the applied threshold of 1,100 MT CO<sub>2</sub>e per year and impacts would be **less than significant** and there would be no additional significant effects.

### ***Operation***

Long-term operational emissions associated with maintenance activities and operation of proposed lighting would occur over the life of the project. The proposed project would be considered to have a significant effect relating to operational greenhouse gas emissions if it fails to comply with the City's GHG policies. The proposed project would include improvements to pedestrian and bicycle circulation areas along 16th and North 16th Streets, along with improvements to streetscape visual quality, including improvements to sidewalks, curbs, drainage features, safety-related design features, bike routes, and landscaping. The proposed project would comply with the City's 2035 General Plan Land Use and Urban Form Designations and would be consistent with the City's over-all goals for land use and urban form by improving pedestrian and bicycle circulation within the City.

The project would serve to reduce existing barriers to walkability along North 16th Street and improve safety and security for all travel modes. This would include installing new sidewalks and improving bicycle connectivity. The proposed project would provide adequate pedestrian facilities and connections to public transportation. Since the project site would be accessible by bikeways, the proposed project would be consistent with the Bikeway Master Plan. New landscaping would be planted within planter areas along the

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corridor. Water required during project operation would be limited to landscape irrigation and would be minimal.

The proposed project does not include any uses that would generate significant amounts of GHG emissions and is consistent with the City’s CAP. Therefore, the proposed project would not generate GHG emissions that exceed the acceptable threshold and would not conflict with a plan or policy adopted to reduce GHGs and the impact is **less than significant**.

### Mitigation Measures

No mitigation would be required.

### Findings

The project would have no additional project-specific environmental effects relating to Greenhouse Gas emissions.

### 3.6 Geology, Soils and Seismicity

	No additional significant effect	Additional significant effect can be mitigated to less than significant	Additional significant environmental effect; EIR will be prepared
<b>VI. GEOLOGY, SOILS, AND SEISMICITY – Would the project...</b>			
a) Allow a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Environmental Setting

The proposed project is located in the Sacramento Valley within the Great Valley geomorphic province, a relatively flat alluvial plain that is composed of deep layers of sedimentary deposits and has undergone periods of subsidence and uplift over millions of years. The Natural Resources Conservation Service (NRCS) maps two soils on the project site: Columbia-Urban land complex, drained, 0 to 2% slopes and Urban land. Columbia-Urban land complex occurs on levees and floodplains and consists of poorly drained sand, silt and clay loam soils formed in alluvium. Urban land is comprised of large areas covered by impervious surfaces. The majority of the project area is classified as Urban land (NRCS 2018).

There are no known active faults or Alquist-Priolo Earthquake Fault Zoning Act special studies zones within the City and Sacramento region (City of Sacramento 2014). The nearest earthquake

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threats are from faults that occur within Northern California, including the San Andreas, Calaveras, and Hayward faults. Sacramento has a low seismic-ground shaking hazard, and accordingly threats from earthquake hazards are low.

### **Standards of Significance**

The significance criteria used to evaluate the project impacts to geology and soils is based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to geology and soils would occur if the project would:

- a. Allow a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards.

### ***SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS***

Section 4.5 of the City's 2035 General Plan MEIR addresses the effects of geology, soils, and seismic hazards on development within the City. The MEIR concluded that all impacts related to seismic hazards, underlying soil characteristics, slope stability, and erosion would be reduced to a less-than-significant level with implementation of policies included in the 2035 General Plan. Relevant policies from the 2035 General Plan are included below.

### **Relevant General Plan Policies**

The following General Plan policies related to geology and soils are applicable to the proposed project:

#### ***Environmental Constraints Element***

**Goal EC 1.1:** Hazards Risk Reduction. Protect lives and property from seismic and geologic hazards and adverse soil conditions.

**Policy EC 1.1.1:** Review Standards. The City shall regularly review and enforce all seismic and geologic safety standards and require the use of best management practices (BMPs) in site design and building construction methods.

**Policy EC 1.1.2:** Geotechnical Investigations. The City shall require geotechnical investigations to determine the potential for ground rupture, ground-shaking, and liquefaction due to seismic events, as well as expansive soils and subsidence problems on sites where these hazards are potentially present.

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### *Environmental Resources Element*

**Goal ER 1.1:** Water Quality Protection. Protect local watersheds, water bodies and groundwater resources, including creeks, reservoirs, the Sacramento and American Rivers, and their shorelines.

**Policy ER 1.1.7:** Construction Site Impacts. The City shall minimize disturbances of natural water bodies and natural drainage systems caused by development, implement measures to protect areas from erosion and sediment loss, and continue to require construction contractors to comply with the City's erosion and sediment control ordinance and storm water management and discharge control ordinance.

### **Answers to Checklist Questions**

- a) The proposed project is not located in an area prone to substantial seismic activity, and therefore is not considered to result in exposure to substantial seismic or geologic hazards. The proposed project would provide improvements to pedestrian and bicycle circulation along the North 16th Street corridor and improve overall streetscape visual quality. This would include installing new curb, gutter, and sidewalks, potential pavement modifications, drainage improvements, landscaping, street lighting, re-striping, and improving bicycle connectivity. In some locations, LID strategies may be implemented to reduce stormwater runoff and improve water quality. Where LID features are introduced, the area would be excavated to allow placement of sub-base filter fabric and soil. Soil disturbance would primarily be up to 1 to 2 feet, however utility connections and light pole foundations may be deeper (up to 6 feet). The site is relatively flat and the proposed project would not involve significant changes in topography. Therefore, slope stability, landslide and erosion hazards would not be significant. However, erosion could occur as a result of site grading and ground-disturbing activities. Ordinance 15.88.250 of the Sacramento City Code includes requirements for grading and erosion control. Compliance with these requirements and implementation of standard best management practices (BMP's) would ensure that soil erosion impacts would be less than significant.

The 2035 General Plan identifies that areas susceptible to liquefaction hazards include Central City, Pocket, and North and South Natomas. Soils on the project site can affect the stability and durability of structures located on the site. However, because the proposed project does not propose structures excluding light poles, which would have deep foundations and therefore be unlikely to be affected by liquefaction hazards, impacts related to geology and soils would be **less than significant** and there would be no additional significant effects.

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## Mitigation Measures

No mitigation would be required.

## Findings

The project would have no additional project-specific environmental effects relating to Geology and Soils.

## 3.7 Hazards and Hazardous Materials

	No additional significant effect	Additional significant effect can be mitigated to less than significant	Additional significant environmental effect; EIR will be prepared
<b>VII. HAZARDS AND HAZARDOUS MATERIALS – Would the project...</b>			
a) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Environmental Setting

A Preliminary Environmental Site Assessment (ESA) was conducted for the proposed project in July 2018 (and is included in Appendix D. The Preliminary ESA included research and review of regulatory agency records and historical source information to determine if there have been any impacts to the project site due to current or past hazardous materials storage or use.

Government Code Section 65962.5 requires the California Environmental Protection Agency to compile a list of hazardous waste and substances sites (Cortese List). Although the Cortese List is no longer maintained as a single list, the following databases provide information that meet the Cortese List requirements:

- List of Hazardous Waste and Substances sites from DTSC’s Envirostor database (Health and Safety Code Sections 25220, 25242, 25356, and 116395)

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- List of Leaking Underground Storage Tank (LUST) Sites by County and Fiscal Year from the State Water Resources Control Board's GeoTracker database (Health and Safety Code Section 25295)
- List of solid waste disposal sites identified by the State Water Resources Control Board with waste constituents above hazardous waste levels outside the waste management unit (Water Code Section 13273(e) and California Code of Regulations Title 14, Section 18051)
- List of "active" Cease and Desist Orders and Cleanup and Abatement Orders from the State Water Resources Control Board (Water Code Sections 13301 and 13304)
- List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by DTSC

The project site was not found on a list of hazardous materials/waste sites pursuant to Government Code Section 65962.5 or on any regulatory databases under the Cortese List requirements. However, 58 sites listed in regulatory databases are adjacent to the project site. None of these adjacent sites have open cases for remediation, but seven sites had a previous release to the environment. The adjacent areas in the northern half of the project site have a history of heavy industrial use, much of which is tied to the railroad that bisects the project site.

Based on the review of historical aerial photographs and Sanborn maps, the adjacent properties in the southern end of the project site were primarily developed by 1895 with residences, with a sheet iron pipe manufacturing plant near the railroad tracks. By the 1950s, there was a notable increase in gas stations, auto repair shops, and small industrial buildings adjacent to the project site. Aside from the addition of auto repair shops and gas stations, there did not appear to be significant changes in land use before the Sanborn mapping ended in 1970. The adjacent sites north of the railroad tracks appear to have been primarily industrial based on the earliest aerial in 1937, and has remained as such to present day. A number of the adjacent sites were related to manufacturing and/or shipping. Some of these sites would have handled hazardous materials or waste, notably the oil refinery, pipe factory, chemical storage facility, and auto facilities.

Given that subsurface impacts from construction of the proposed project would be shallow, the sites of concern would be those adjacent to the project site versus those that are farther away. All of the reported cases with a known release to the environment and adjacent to the project boundary have reportedly been cleaned up. Given the information obtained from the Sanborn maps, historical uses of some of the adjacent properties may be of concern, most notably the oil refinery that was on the west side of North 16th Street between Sproule Avenue and McCormack Avenue from at least 1950 to before 1964. The parcel previously containing the refinery has remained primarily undeveloped.



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Based on information reported by the State Water Resources Control Board's GeoTracker Groundwater Ambient Monitoring (GAMA), the closest well to the project site was located at 324 North 16th Street, approximately 120 feet to the west of the site. Depths to water were last reported in 2015 and ranged from 9 to 24 feet (below the top of casing). The next closest well was located at 1324 North A Street, approximately 500 feet to the west of the project site. Depths to water were last reported in 2011 and ranged from 10 to 37 feet (below the top of casing) (Appendix D).

The California Department of Forestry and Fire Protection (CAL FIRE) designates the project site as not being within a very high fire hazard severity zone (CAL FIRE 2008).

### **Standards of Significance**

The significance criteria used to evaluate the project impacts related to hazards and hazardous materials are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to hazards and hazardous material would occur if the project would:

- a. Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities.
- b. Expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials.
- c. Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities.

### ***SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS***

Section 4.6 of the City's 2035 General Plan MEIR addresses the effects of hazards and hazardous materials on development within the City. The MEIR determined that although development under the 2035 General Plan may result in the exposure of people to hazards and hazardous materials during construction activities and project operation, impacts would be less than significant. Relevant policies from the 2035 General Plan are included below.

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### Relevant General Plan Policies

The following General Plan policies related to hazards and hazardous materials are applicable to the proposed project:

#### *Public Health and Safety Element*

**Goal PHS 3.1:** Reduce Exposure to Hazardous Materials and Waste. Protect and maintain the safety of residents, businesses, and visitors by reducing, and where possible, eliminating exposure to hazardous materials and waste.

**Policy PHS 3.1.1:** The City shall ensure buildings and sites are investigated for the presence of hazardous materials and/or waste contamination before development for which City discretionary approval is required. The City shall ensure appropriate measures are taken to protect the health and safety of all possible users and adjacent properties.

**Goal PHS 3.1:** Reduce Exposure to Hazardous Materials and Waste. Protect and maintain the safety of residents, businesses, and visitors by reducing, and where possible, eliminating exposure to hazardous materials and waste.

**Policy PHS 3.1.1:** Investigate Sites for Contamination. The City shall ensure buildings and sites are investigated for the presence of hazardous materials and/or waste contamination before development for which City discretionary approval is required. The City shall ensure appropriate measures are taken to protect the health and safety of all possible users and adjacent properties.

### Answers to Checklist Questions

- a) Project construction would involve the use of petroleum-based fuels for maintenance and construction equipment, which would be transported to the site and would be present on the site for short periods of time in a designated staging area. The proposed project would be subject to preparation of a Stormwater Pollution Prevention Plan (SWPPP) and would implement best management practices (BMPs) to prevent foreseeable upset and accident conditions to the extent possible. To minimize impacts from the handling and use of potentially hazardous materials, the contractor would follow all necessary precautions according to the applicable California Health and Safety Codes (Chapter 6.5, Division 20, California Administration Code, Title 22, relating to Handling, Storage, and Treatment of Hazardous Materials) and the City of Sacramento Building Code and the Uniform Building Code. As described previously, the Preliminary ESA prepared for the project site indicated that the project site was not found on a list of hazardous materials/waste sites pursuant to Government Code Section 65962.5. However, given the heavy industrial use of the area, it is possible that there were impacts to the subsurface that have not been discovered. This would be primarily

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of concern near the railroad tracks and the area west of 16th Street between Sproule Avenue and McCormack Avenue. As such, the Preliminary ESA recommends a soil management plan be prepared for use during construction of the proposed project. Implementation of Mitigation Measure HAZ-1 would ensure that a soil management plan that discusses how to identify impacted soil, outlines strategies for managing contaminated soil if encountered during project construction, and includes a worker health and safety plan for management of contaminated materials, would be implemented. Therefore, with adherence to procedures specified in the soil management plan and all applicable federal, state, and local regulations related to hazardous materials, impacts would be **less than significant**.

- b) The project site is the North 16th Street corridor. No buildings or structures exist on the project site that would contain asbestos-containing materials. Therefore, **no impact** would occur.
- c) As stated previously, depths to water on the project site ranged from 10 to 37 feet according to GAMA records. The proposed project is not expected to require excavating to a depth greater than 6 feet so it is not anticipated groundwater would be encountered during construction activities nor has previous groundwater contamination been identified on the project site. The proposed project would likely not expose people to existing contaminated groundwater during construction activities and the impact would be **less than significant** and there would be no additional significant effects.

### Mitigation Measures

Compliance with mitigation measure HAZ-1 would ensure impacts would be reduced to less than significant.

#### *Mitigation Measure HAZ-1*

A soil management plan shall be prepared for the project prior to project construction that discusses how to identify impacted soil, outlines strategies for managing contaminated soil if encountered during project construction, and includes a worker health and safety plan for management of contaminated materials. This plan shall be followed during all soil disturbing activities.

### Findings

All additional significant environmental effects of the project relating to Hazards and Hazardous Materials can be mitigated to a less-than-significant level.

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### 3.8 Hydrology and Water Quality

	No additional significant effect	Additional significant effect can be mitigated to less than significant	Additional significant environmental effect; EIR will be prepared
<b>VIII. HYDROLOGY AND WATER QUALITY – Would the project...</b>			
a) Substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by construction and/or development of the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### Environmental Setting

The project site is located within the Lower Sacramento Watershed, Hydrologic Unit Code 18020109 (EPA 2018). The hydrology of the site has been influenced by anthropogenic sources including industrial development in the surrounding area. Sources of hydrology in the project area include precipitation and runoff from the surrounding areas. Existing drainage mains are located along the project site. The nearest body of water is the Lower American River, approximately 540 feet from the northern limit of the project area.

The Federal Emergency Management Agency (FEMA) publishes Flood Insurance Rate Maps (FIRM) that delineate flood hazard zones for communities. The project site is located within an area designated as Zone X. FEMA considers areas within Zone X to be protected from the 1% annual chance flood by a Federal flood protection system.

#### Standards of Significance

The significance criteria used to evaluate the project impacts to hydrology and water quality is based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to hydrology and water quality would occur if the project would:

- a. Substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by construction and/or development of the project.
- b. Substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood.

#### ***SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE***

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### *IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS*

Section 4.7 of the City's 2035 General Plan MEIR addresses hydrology and water quality effects associated with future development within the City. The MEIR identified that development under the 2035 General Plan could result in impacts to water quality due to construction activities and operation, and exposure of people to flood risks. Implementation of policies included in the 2035 General Plan would reduce these impacts to less than significant. Relevant policies from the 2035 General Plan are included below.

#### **Relevant 2035 General Plan Policies**

The following General Plan policies related to hydrology and water quality are applicable to the proposed project:

#### *Environmental Resources Element*

**Goal ER 1.1:** Water Quality Protection. Protect local watersheds, water bodies and groundwater resources, including creeks, reservoirs, the Sacramento and American rivers, and their shorelines.

**Policy ER 1.1.3:** Stormwater Quality. The City shall control sources of pollutants and improve and maintain urban runoff water quality through stormwater protection measures consistent with the city's National Pollution Discharge Elimination System (NPDES) Permit.

**Policy ER 1.1.4:** New Development. The City shall require new development to protect the quality of water bodies and natural drainage systems through site design (e.g., cluster development), source controls, storm water treatment, runoff reduction measures, best management practices (BMPs) and Low Impact Development (LID), and hydromodification strategies consistent with the city's NPDES Permit.

**Policy ER 1.1.5:** Limit Stormwater Peak Flows. The City shall require all new development to contribute no net increase in stormwater runoff peak flows over existing conditions associated with a 100-year storm event.

**Policy ER 1.1.6:** Post-Development Runoff. The City shall impose requirements to control the volume, frequency, duration, and peak flow rates and velocities of runoff from development projects to prevent or reduce downstream erosion and protect stream habitat.

**Policy ER 1.1.7:** Construction Site Impacts. The City shall minimize disturbances of natural water bodies and natural drainage systems caused by development, implement measures to protect areas from erosion and sediment loss, and continue to require construction contractors to comply with

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the City's erosion and sediment control ordinance and stormwater management and discharge control ordinance.

### *Environmental Constraints Element*

**Goal EC 2.1:** Flood Protection. Protect life and property from flooding.

**Policy EC 2.1.11:** New Development. The City shall require evaluation of potential flood hazards prior to approval of development projects to determine whether the proposed development is reasonably safe from flooding and consistent with California Department of Water Resources (DWR) Urban Level of Flood Protection Criteria. The City shall not approve new development or a subdivision or enter into a development agreement for any property within a flood hazard zone unless the adequacy of flood protection specific to the area has been demonstrated.

### *Utilities Elements*

**Goal U 4.1:** Adequate Stormwater Drainage. Provide adequate stormwater drainage facilities and services that are environmentally-sensitive, accommodate growth, and protect residents and property.

### **Answers to Checklist Questions**

- a) The proposed project would provide improvements along North 16th Street, including new curb, gutter, sidewalks, pavement modifications, drainage improvements, street trees, re-striping, street lighting, and improved bicycle connectivity. Drainage improvements along the roadway corridor would include LID strategies to reduce stormwater runoff and improve water quality. The project would not convert existing groundcover to paved impervious surfaces and would not substantially alter existing drainage patterns, site infiltration rates, or the rate of surface runoff.

The City operates under a Phase I National Pollutant Discharge Elimination System (NPDES) permit, which requires developers to include water quality and watershed protection measures for all development projects (City of Sacramento 2014). The City implements a comprehensive Storm Water Quality Improvement Plan (SQIP) to ensure compliance with its NPDES permit. The SQIP contains provisions for construction storm water control and post-construction storm water control for new development and redevelopment. These include storm water quality treatment and/or BMPs that are required to be implemented in the project design phase.

Construction projects that involve disturbance of over one acre of land are required by law to seek coverage under the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit, SWRCB Order No. 2009-0009-DWQ / CAS000002, as amended). To comply with this permit, construction

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projects disturbing over one acre must prepare a SWPPP, which specifies BMPs to reduce the contribution of sediments, spilled and leaked liquids from construction equipment, and other construction-related pollutants to storm water runoff. As the proposed project's construction-related disturbance area would exceed one acre in size, it would be required to submit all permit registration documents (including the SWPPP) to the State Water Resources Control Board, obtain a waste discharge identification number as certification of coverage, and implement the SWPPP during construction activities. The SWPPP identifies which structural and nonstructural BMPs would be implemented, such as sandbag barriers, dust controls, perimeter controls, drain inlet protection, proper construction site housekeeping practices, and construction worker training.

After construction, the proposed project would be required to use source control, runoff reduction, and treatment control measures set forth in the Storm Water Quality Design Manual for the Sacramento Region. These include storm water treatment measures, such as swales, filter strips, media filters and infiltration, and spill prevention and cleanup measures. Furthermore, the City's Land Grading and Erosion Control Ordinance and Storm Water Management and Discharge Control Code include requirements for reducing storm water pollutants. The proposed project would comply with the City's SQIP and Storm Water Quality Design Manual, and all other applicable regulations; therefore, it would result in a less-than-significant impact with regard to increase in sediments due to storm water runoff and water quality. The proposed project would have a **less-than-significant impact** on water quality.

- b) The proposed project would include improvements to pedestrian and bicyclist accessibility and streetscape visual quality along North 16th Street. No significant changes to topography or drainage patterns that would affect flooding is expected to occur as part of the proposed project. The proposed project would not be located within a 100-year flood hazard area, as designated by FEMA (FEMA 2012). The project site is within Zone X, which designates areas of reduce flood risk due to a levee. Therefore, impacts due to flooding would be **less than significant** and there would be no additional significant effects.

### Mitigation Measures

No mitigation would be required.

### Findings

The project would have no additional project-specific environmental effects relating to Hydrology and Water Quality.

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### 3.9 Noise

	No additional significant effect	Additional significant effect can be mitigated to less than significant	Additional significant environmental effect; EIR will be prepared
<b>IX. NOISE – Would the project...</b>			
a) Result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in residential interior noise levels of 45 dBA Ldn or greater caused by noise level increases due to the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Environmental Setting

The project site is located in a developed area surrounded by commercial and industrial uses. Land uses directly adjacent to 16th and North 16<sup>th</sup> Streets are zoned Medium Density Residential, Public, Industrial, and Commercial. The primary existing noise source within the project area is noise from trains along the UPRR tracks, traffic along the corridor, and industrial operations. The nearest sensitive receptors are residences located approximately 200 feet east and west of the project site. The project site is not within the Airport Influence Area for the Sacramento Metropolitan Airport, the closest airport to the project site.

### Standards of Significance

The significance criteria used to evaluate the project impacts related to noise is based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to noise would occur if the project would:



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- a. Result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases.
- b. Result in residential interior noise levels of 45 dBA Ldn or greater caused by noise level increases due to the project.
- c. Result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance.
- d. Permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction.
- e. Permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations.
- f. Permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic.

### ***SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS***

Section 4.8 of the MEIR addresses the noise effects of development within the City under the 2035 General Plan. The MEIR concluded that that development under the 2035 General Plan would contribute to the introduction of noise from vehicular traffic, aircraft, railways, light rail and stationary sources. Policies included in the General Plan set exterior and interior noise standards for noise-sensitive uses. Although these policies would reduce impacts due to exterior and interior noise generation, impacts regarding exterior and interior noise levels and construction vibration would remain significant and unavoidable. Implementation of policies included in the 2035 General plan would reduce impacts from construction noise and vibration from transportation facilities to less than significant. Relevant policies from the 2035 General Plan are included below.

#### **Relevant General Plan Policies**

The following General Plan policies related to noise are applicable to the proposed project:

##### ***Environmental Constraints***

**Goal EC 3.1:** Noise Reduction. Minimize noise impacts on land uses and human activity to ensure the health and safety of the community.

**Policy EC 3.1.2:** Exterior Incremental Noise Standards. The City shall require noise mitigation for all development that increases existing noise levels by more than the allowable increment shown in Table EC-2, to the extent feasible.

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**Table 4**  
**Exterior Incremental Noise Impact Standards for Noise-Sensitive Uses (dBA)**

Residences and buildings where people normally sleep <sup>a</sup>		Institutional land uses with primarily daytime and evening uses <sup>b</sup>	
<i>Existing L<sub>dn</sub></i>	<i>Allowable Noise Increment</i>	<i>Existing Peak Hour L<sub>eq</sub></i>	<i>Allowable Noise Increment</i>
45	8	45	12
50	5	50	9
55	3	55	6
60	2	60	5
65	1	65	3
70	1	70	3
75	0	75	1
80	0	80	0

- a. This category includes homes, hospitals, and hotels where a nighttime sensitivity to noise is assumed to be of utmost importance.  
 b. This category includes schools, libraries, theaters, and churches where it is important to avoid interference with such activities as speech, meditation, and concentration on reading material.

**Source:** FTA, Transit Noise Impact and Vibration Assessment, May 2006

**Policy EC 3.1.10: Construction Noise.** The City shall require development projects subject to discretionary approval to assess potential construction noise impacts on nearby sensitive uses and to minimize impacts on these uses, to the extent feasible.

**Policy EC 3.1.11: Alternatives to Sound Walls.** The City shall encourage the use of design strategies and other noise reduction methods along transportation corridors in lieu of sound walls to mitigate noise impacts and enhance aesthetics.

### *City of Sacramento Municipal Code*

Chapter 8.68 of the City of Sacramento Municipal Code contains applicable noise regulations within City Limits, as listed below:

#### **Section 8.68.060 – Exterior Noise Standards:**

- a. The noise standards that apply to all agricultural and residential properties are:
  1. From seven a.m. to ten p.m. the exterior noise standard shall be fifty-five (55) dBA.
  2. From ten p.m. to seven a.m. the exterior noise standard shall be fifty (50) dBA.
- b. It is unlawful for any person at any location to create any noise which causes the noise levels when measured on agricultural or residential property to exceed for the duration of time set forth following, the specified exterior noise standards in any one hour by:

Cumulative Duration of the Intrusive Sound	Allowance Decibels
Cumulative period of 30 minutes per hour	0

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Cumulative period of 15 minutes per hour	+5
Cumulative period of 5 minutes per hour	+10
Cumulative period of 1 minute per hour	+15
Level not to be exceeded for any time per hour	+20

Source: Sacramento City Code, 2012.

- c. Each of the noise limits specified in subsection B of this section shall be reduced by five dBA for impulsive or simple tone noises, or for noises consisting of speech or music.
- d. If the ambient noise level exceeds that permitted by any of the first four noise categories specified in subsection B of this section, the allowable noise limit shall be increased in five dBA increments in each category to encompass the ambient noise level. If the ambient noise level exceeds the fifth noise level category, the maximum ambient noise level shall be the noise limit for that category.

### 8.68.080 Exemptions

The following activities shall be exempted from the provisions of this chapter:

- a. School bands, school athletic and school entertainment events. School entertainment events shall not include events sponsored by student organizations;
- b. Activities conducted on parks and public playgrounds, provided such parks and public playgrounds are owned and operated by a public entity;
- c. Any mechanical device, apparatus or equipment related to or connected with emergency activities or emergency work;
- d. Noise sources due to the erection (including excavation), demolition, alteration or repair of any building or structure between the hours of seven a.m. and six p.m., on Monday, Tuesday, Wednesday, Thursday, Friday and Saturday, and between nine a.m. and six p.m. on Sunday; provided, however, that the operation of an internal combustion engine shall not be exempt pursuant to this subsection if such engine is not equipped with suitable exhaust and intake silencers which are in good working order. The director of building inspections may permit work to be done during the hours not exempt by this subsection in the case of urgent necessity and in the interest of public health and welfare for a period not to exceed three days. Application for this exemption may be made in conjunction with the application for the work permit or during progress of the work;
- e. Noise sources associated with agricultural operations provided such operations take place between the hours of six a.m. and eight p.m.; provided, however, that the operation of an internal combustion engine shall not be exempt pursuant to this subsection if such engine is not equipped with suitable exhaust and intake silencers which are in good working order;

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- f. Any mechanical device, apparatus or equipment which are utilized for the protection or salvage of agricultural crops during period of adverse weather conditions or when the use of mobile noise sources is necessary for pest control; provided, however, that the operation of an internal combustion engine shall not be exempt pursuant to this subsection if such engine is not equipped with suitable exhaust and intake silencers which are in good working order;
- g. Noise sources associated with maintenance of street trees and residential area property provided said activities take place between the hours of seven a.m. and six p.m.;
- h. Tree and park maintenance activities conducted by the city department of parks and community services; provided, however, that use of portable gasoline-powered blowers within two hundred (200) feet of residential property shall comply with the requirements of Section 8.68.150 of this chapter.

### Answers to Checklist Questions

#### a-e) *Construction*

Project construction would create noise from the use of construction equipment and vehicles. Temporary construction activities would use conventional construction techniques and equipment that would not generate substantial levels of vibration or groundborne noise. Construction activities would include grading, minor relocation of underground utilities, and installing new sidewalk, curb, gutter, drainage improvements, street lighting, and landscaping. The normal depth of disturbance would be 1 to 2 feet. Utility connections (such as storm drain) and light pole foundations may be deeper (up to 6 feet). The nearest noise-sensitive receptors are located in residential areas approximately 200 feet from the project site. Noise from construction would be temporary, occurring for approximately six months and would comply with the City's Noise Ordinance that permits construction to occur between the hours of 7:00 a.m. and 6:00 p.m., Monday through Saturday, and between 9:00 a.m. and 6:00 p.m. on Sundays. By following the allowed hours of construction operation, the project is exempt as detailed in the City of Sacramento Noise Ordinance 8.68.080 D. Due to the temporary nature of the noise, and the limited hours of construction, noise from project construction would be **less-than-significant impact**.

#### *Operation*

The proposed project would include improvements to sidewalks, curbs, drainage features, safety-related design features, identification of bike routes, and landscaping. As stated above, the primary sources of noise in the project vicinity come from trains along the UPRR

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tracks, traffic along the corridor, and industrial operations. The project would not add or increase significant noise-producing uses. Thus, the increase in off-site noise from the proposed project would be **less than significant**.

- f) No archaeological sites have been identified within the project area (see Section 3.4, Cultural Resources). There are historic buildings adjacent to the project construction area, associated with the North 16th Street Historic District (see Section 3.4, Cultural Resources). The project area also includes the 16th Street Bridge/Underpass, which is considered a contributing feature of the Transcontinental Railroad alignment (P-34-000505). Due to the nature of the construction (remove and re-pour sidewalk, install landscaping) there would be no sources of vibration or risk of damage to any historic buildings.

### Mitigation Measures

None.

### Findings

The project would have no additional project-specific environmental effects relating to Noise.

### 3.10 Public Services

	No additional significant effect	Additional significant effect can be mitigated to less than significant	Additional significant environmental effect; EIR will be prepared
<b>X. PUBLIC SERVICES – Would the project...</b>			
a) Result in the need for new or altered services related to fire protection, police protection, school facilities, or other governmental services beyond what was anticipated in the 2035 General Plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Environmental Setting

The City of Sacramento provides fire protection and law enforcement services to the project site. Police protection services are provided by the Sacramento City Police Department (SPD). The project site is within Police District 3 and is served by Beat 3B, which operates from the Richards Police Facility located at 300 Richards Boulevard, approximately one mile from the project site.

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Fire protection services and emergency medical services are provided by the Sacramento Fire Department (SFD). The nearest fire station, Station 14, is located approximately 0.2 mile from the project site at 1341 North C Street. The City has entered a mutual aid agreement with Metro Fire and other fire protection districts within the region that provide further protection services within the City when necessary.

### **Standards of Significance**

The significance criteria used to evaluate the project impacts to public services are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to public services would occur if the project would:

- a. Result in the need for new or altered services related to fire protection, police protection, school facilities, or other governmental services beyond what was anticipated in the 2035 General Plan.

### ***SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS***

Section 4.10 of the MEIR addresses the public services effects of development within the City under the 2035 General Plan. The MEIR found that implementation of policies included in the 2035 General Plan would reduce impacts related to the provision of police, fire, to less than significant. Relevant policies from the 2035 General Plan are included below.

### **Relevant General Plan Policies**

The following General Plan policies related to public services are applicable to the proposed project:

#### ***Public Health and Safety Element***

**Goal PHS 1.1:** Crime and Law Enforcement. Work cooperatively with the community, regional law enforcement agencies, local government and other entities to provide quality police service that protects the long-term health, safety and well-being of our city, reduce current and future criminal activity, and incorporate design strategies into new development.

**Policy PHS 1.1.7:** Development Review. The City shall continue to include the Police Department in the review of development proposals to ensure that projects adequately address crime and safety, and promote the implementation of Crime Prevention through Environmental Design principles.

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### *Public Health and Safety Element*

**Goal PHS 2.1:** Fire Protection and Emergency Medical Services. Provide coordinated fire protection and emergency medical services that address the needs of Sacramento residents and businesses and maintains a safe and healthy community.

**Policy PHS 2.2.2:** Development Review. The City shall continue to include the Fire Department in the review of development proposals to ensure projects adequately address safe design and on-site fire protection and comply with applicable fire and building codes.

**Policy PHS 2.2.4:** Water Supply for Fire Suppression. The City shall ensure that adequate water supplies are available for fire-suppression throughout the city, and shall require development to construct all necessary fire suppression infrastructure and equipment.

### **Answers to Checklist Questions**

- a) The proposed project would include improvements to sidewalks, curbs, drainage features, safety-related design features, identification of bike routes, and landscaping. The project would not include the construction of residential or other uses that would induce population growth. Therefore, demand for schools, parks, police, fire and emergency medical services would not increase as a result of the proposed project. The proposed project would incorporate features such as increased safety for all travel modes and improved lighting along the corridor and within the 16th Street Underpass pedestrian tunnels that would increase security.

It is not anticipated that the project would require the City to hire additional police and fire personnel that would necessitate expanding new facilities or constructing new facilities. Therefore, the proposed project would result in a **less-than-significant impact** on public services and there would be no additional significant effects.

### **Mitigation Measures**

No mitigation would be required.

### **Findings**

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### 3.11 Recreation

	No additional significant effect	Additional significant effect can be mitigated to less than significant	Additional significant environmental effect; EIR will be prepared
<b>XI. RECREATION – Would the project...</b>			
a) Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2035 General Plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Environmental Setting

The City of Sacramento Parks and Recreation Department maintains parks and recreation facilities within the City. The City contains 226 parks and parkways comprised of approximately 3,200 acres of land (City of Sacramento 2013-2018). These include neighborhood parks, community parks, and regional parks. John Muir Park, at North 16th Street and C Street, is adjacent to the project area. This park includes picnic areas and a children’s play area.

### Standards of Significance

The significance criteria used to evaluate the project impacts to recreation are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to recreation would occur if the project would:

- a. Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities.
- b. Create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2035 General Plan.



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### ***SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS***

Section 3.1 of the MEIR addresses the recreation effects of development within the City under the 2035 General Plan. The MEIR concluded that impacts from development under the 2035 General Plan would be less than significant with implementation of Quimby Act and City Code requirements that offset demand for recreational facilities, along with policies included in the 2035 General Plan. Relevant policies from the 2035 General Plan are included below.

#### **Relevant General Plan Policies**

The following General Plan policies related to recreation are applicable to the proposed project:

#### ***Education, Recreation, and Culture***

**Goal ERC 2.1:** Integrated Parks and Recreation System. Provide an integrated system of parks, open space areas, and recreational facilities that are safe and connect the diverse communities of Sacramento.

**Policy ERC 2.4.1:** Service Levels. The City shall provide 0.5 linear mile of parks/parkways and trails/bikeways per 1,000 population.

#### **Answers to Checklist Questions**

- a,b) The proposed project would not include the construction of residential or other uses that would induce population growth. Therefore, no increase in demand for recreational facilities would occur as a result of the proposed project. The proposed project includes improvements to pedestrian and bicycle circulation, along with improvements to streetscape visual quality. The project would not include any on-site recreation facilities. The reconstruction of the sidewalk adjacent to John Muir Park would not interfere with the use of the park, which is accessed via C Street. Therefore, the project impacts to park facilities is **less than significant** and there would be no additional significant effects.

#### **Mitigation Measures**

No mitigation would be required.

#### **Findings**

The project would have no additional project-specific environmental effects relating to Recreation.

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### 3.12 Transportation and Traffic

	No additional significant effect	Additional significant effect can be mitigated to less than significant	Additional significant environmental effect; EIR will be prepared
<b>XII. TRANSPORTATION AND TRAFFIC – Would the project...</b>			
a) Roadway segments: degrade peak period Level of Service (LOS) from A,B,C or D (without the project) to E or F (with project) or the LOS (without project) is E or F, and project generated traffic increases the Volume to Capacity Ratio (V/C ratio) by 0.02 or more?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Intersections: degrade peak period level of service from A, B, C or D (without project) to E or F (with project) or the LOS (without project) is E or F, and project generated traffic increases the peak period average vehicle delay by five seconds or more?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Freeway facilities: off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway; project traffic increases that cause any ramp's merge/diverge level of service to be worse than the freeway's level of service; project traffic increases that cause the freeway level of service to deteriorate beyond level of service threshold defined in the Caltrans Route Concept Report for the facility; or the expected ramp queue is greater than the storage capacity?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Transit: adversely affect public transit operations or fail to adequately provide for public access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Bicycle facilities: adversely affect bicycle travel, bicycle paths or fail to adequately provide for access by bicycle?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Pedestrian: adversely affect pedestrian travel, pedestrian paths or fail to adequately provide for access by pedestrians?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### Environmental Setting

The project study area limits extend northward from the intersection of 16th and H Streets to North 16th Street and Richards Boulevard, where Highway 160 begins its northeasterly alignment. North 16th Street is a northbound, four lane arterial connecting Downtown with northern Sacramento, located within a federally designated Promise Zone. The portion of the corridor covered under this project, from H Street to Richards Boulevard, cuts through two distinct districts separated by the Union Pacific Railroad Underpass with pedestrian tunnels on each side of the street.

The North 16th Street corridor was part of the historic Lincoln Highway, and in addition to being the primary connection to Highway 160 it is one of the few roadway crossings of the UPRR tracks. Accordingly, the street serves as a major commuter route with over 25,000 ADT. The street carries

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four vehicle travel lanes, with no bike lanes due to insufficient width (the typical paved section is approximately 48-feet wide).

The pedestrian connection between Mansion Flat / Washington neighborhood to the south and the River District to the north requires crossing through narrow tunnels beneath the UPRR underpass. The tunnels are dark and confining and although the City cleans the tunnels twice weekly and attempts to keep the lighting functioning, problems persist. Even though solutions are likely to be expensive and options limited, the tunnels are the number one issue for the corridor.

North of the UPRR tracks, the corridor passes through the North 16th Street Historic District, lined with brick warehouses and home to a mix of businesses. The River District streetscape is a mix of redeveloped and run-down stretches with few street trees and a saw-tooth pattern of sidewalks. With no or little on- or off-street parking nearby, a stretch of unarticulated sidewalk often serves as parking in front of retail establishments.

### Standards of Significance

The significance criteria used to evaluate the project impacts to traffic and circulation is based on Appendix G of the CEQA Guidelines and established standards and policies for the City of Sacramento. According to Appendix G of the CEQA Guidelines and these jurisdiction standards, a significant impact related to traffic and circulation would occur if the project would:

- a. Roadway Segments: The traffic generated by a project degrades peak period LOS from an acceptable level (A, B, C or D without the project) to an unacceptable LOS (E or F with project); or the LOS (without project) is unacceptable, and project generated traffic increases the Volume to Capacity Ratio (V/C ratio) by 0.02 or more.
- b. Intersections: The traffic generated by a project degrades peak period level of service from an acceptable LOS (A, B, C or D without project) to an unacceptable LOS (E or F with project); or the LOS (without project) is unacceptable and project generated traffic increases the peak hour period average vehicle delay by five seconds or more.
- c. Freeway Facilities: Off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway; project traffic increases that cause any ramp's merge/diverge level of service to be worse than the freeway's level of service; project traffic increases that cause the freeway level of service to deteriorate beyond level of service threshold defined in the Caltrans Route Concept Report for the facility; or the expected ramp queue is greater than the storage capacity.
- d. Transit: Adversely affect public transit operations; or fail to adequately provide for access to public transit.

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- e. Bicycle Facilities: Adversely affect bicycle travel, bicycle paths; or fail to adequately provide for access by bicycle.
- f. Pedestrian Circulation: Adversely affect pedestrian travel, pedestrian paths; or fail to adequately provide for access by pedestrians.

Note: General Plan Mobility Element Policy M 1.2.2 (below) sets forth definitions for what is considered an acceptable LOS. Policy M 1.2.2 applies to the study area as follows:

- LOS A-E is to be maintained during peak periods; provided, LOS F may be acceptable if improvements are made to the overall transportation system and/or non-vehicular transportation and transit are promoted as part of the project or a City-initiated project.

### ***SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS***

Section 4.12 of the MEIR addresses the increase in traffic associated with development in the City under the 2035 General Plan. The MEIR analyzed impacts of development under the 2035 General Plan on vehicular, bicycle, pedestrian, public transit, and aviation modes of transportation. The analysis examined existing roadway capacity and levels of service, and transportation impacts due to development under the 2035 General Plan. Implementation of policies included in the 2035 General Plan would reduce most traffic impacts to less than significant. However, impacts to freeway segments (Impact 4.12-4) and impacts to roadway segments (Impact 4.12-3) in adjacent jurisdictions would remain significant and unavoidable. Relevant policies from the 2035 General Plan are included below.

#### **Relevant General Plan Policies**

The following General Plan policies related to transportation and traffic are applicable to the proposed project:

#### ***Mobility***

**Goal M 1.1:** Comprehensive Transportation System. Provide a multimodal transportation system that supports the social, economic and environmental vision, goals, and objectives of the City, and is effectively planned, funded managed, operated, and maintained.

**Policy M 1.1.2:** Transportation Network. The City shall manage the travel system to ensure safe operating conditions.

**Policy M 1.1.4:** Facilities and Infrastructure. The City shall effectively operate and maintain transportation facilities and infrastructure to preserve the quality of the system.

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**Goal M 1.2:** Multimodal System. Increase multimodal accessibility (i.e., the ability to complete desired personal or economic transactions via a range of transportation modes and routes) throughout the city and region with an emphasis on walking, bicycling, and riding transit.

**Policy M 1.2.1:** Multimodal Choices. The City shall develop an integrated, multimodal transportation system that improves the attractiveness of walking, bicycling, and riding transit over time to increase travel choices and aid in achieving a more balanced transportation system and reducing air pollution and greenhouse gas emissions.

**Policy M 1.2.4:** Multimodal Access. The City shall facilitate the provision of multimodal access to activity centers such as commercial centers and corridors, employment centers, transit stops/stations, airports, schools, parks, recreation areas, medical centers, and tourist attractions.

**Goal M 1.3:** Barrier Removal. Improve accessibility and system connectivity by removing physical and operational barriers to safe travel.

**Policy M 1.3.2:** Eliminate Gaps. The City shall eliminate “gaps” in roadways, bikeways, and pedestrian networks. To this end:

- a. The City shall construct new multi-modal crossings of the Sacramento and American Rivers.
- b. The City shall plan and pursue funding to construct grade-separated crossings of freeways, rail lines, canals, creeks, and other barriers to improve connectivity.
- c. The City shall construct new bikeways and pedestrian paths in existing neighborhoods to improve connectivity.

**Policy M 1.3.4:** Barrier Removal for Accessibility. The City shall remove barriers, where feasible, to allow people of all abilities to move freely and efficiently throughout the city.

**Goal M 2.1:** Integrated Pedestrian System. Design, construct, and maintain a universally accessible, safe, convenient, integrated and well-connected pedestrian system that promotes walking.

**Goal M 4.2:** Complete Streets. The City shall plan, design, operate and maintain all streets and roadways to accommodate and promote safe and convenient travel for all users – pedestrians, bicyclists, transit riders, and persons of all abilities, as well as freight and motor vehicle drivers.

**Policy M 4.2.1:** Accommodate All Users. The City shall ensure that all new roadway projects and any reconstruction projects designate sufficient travel space for all users including bicyclists,

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pedestrians, transit riders, and motorists except where pedestrians and bicyclists are prohibited by law from using a given facility.

**Policy M 4.2.2: Pedestrian and Bicycle-Friendly Streets.** In areas with high levels of pedestrian activity (e.g., employment centers, residential areas, mixed-use areas, schools), the City shall ensure that all street projects support pedestrian and bicycle travel. Improvements may include narrow lanes, target speeds less than 35 miles per hour, sidewalk widths consistent with the Pedestrian Master Plan, street trees, high-visibility pedestrian crossings, and bikeways (e.g. Class II and III bike lanes, bicycle boulevards, separated bicycle lanes and/or parallel multi-use pathways).

**Policy M 4.2.3: Adequate Street Tree Canopy.** The City shall ensure that all new roadway projects and major reconstruction projects provide for the development of an adequate street tree canopy.

**Policy M 4.2.5: Multi-Modal Corridors.** Consistent with the Roadway Network and Street Typologies established in this General Plan, the City shall designate multi-modal corridors in the Central City, within and between urban centers, along major transit lines, and/or along commercial corridors appropriate for comprehensive multimodal corridor planning and targeted investment in transit, bikeway, and pedestrian path improvements if discretionary funds become available.

**Policy M 4.2.6: Identify and Fill Gaps in Complete Streets.** The City shall identify streets that can be made more “complete” either through a reduction in the number or width of travel lanes or through two-way conversions, with consideration for emergency vehicle operations. The City shall consider including new bikeways, sidewalks, on-street parking, and exclusive transit lanes on these streets by re-arranging and/or re-allocating how the available space within the public right of way issued. All new street configurations shall provide for adequate emergency vehicle operation.

**Goal M 4.4: Roadway Functional Classification and Street Typology.** Maintain an interconnected system of streets that allows travel on multiple routes by multiple modes, balancing access, mobility and place-making functions with sensitivity to the existing and planned land use context of each corridor and major street segment.

**Goal M 5.1: Integrated Bicycle System.** Create and maintain a safe, comprehensive, and integrated bicycle system and set of support facilities throughout the city that encourage bicycling that is accessible to all. Provide bicycle facilities, programs and services and implement other transportation and land use policies as necessary to achieve the City’s bicycle mode share goal as documented in the Bicycle Master Plan.

### Land Use and Urban Design

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**Goal LU 2.1:** City of Neighborhoods. Maintain a city of diverse, distinct, and well-structured neighborhoods that meet the community's needs for complete, sustainable, and high-quality living environments, from the historic downtown core to well-integrated new growth areas.

**Policy LU 2.1.3:** Complete and Well-structured Neighborhoods. The City shall promote the design of complete and well-structured neighborhoods whose physical layout and land use mix promote walking to services, biking, and transit use; foster community pride; enhance neighborhood identity; ensure public safety; are family-friendly and address the needs of all ages and abilities.

**Goal LU 2.5:** City Connected and Accessible. Promote the development of an urban pattern of well-connected, integrated, and accessible neighborhoods corridors, and centers.

**Policy LU 2.5.2:** Overcoming Barriers to Accessibility. The City shall strive to remove and minimize the effect of natural and manmade barriers to accessibility between and within existing neighborhoods corridors, and centers.

**Goal LU 2.6:** City Sustained and Renewed. Promote sustainable development and land use practices in both new development, reuse, and reinvestment that provide for the transformation of Sacramento into a sustainable urban city while preserving choices (e.g., where to live, work, and recreate) for future generations.

**Goal LU 2.7:** City Form and Structure. Require excellence in the design of the city's form and structure through development standards and clear design direction.

**Policy LU 2.7.6:** Walkable Blocks. The City shall require new development and reuse and reinvestment projects to create walkable, pedestrian-scaled blocks, publicly accessible mid-block and alley pedestrian routes where appropriate, and sidewalks appropriately scaled for the anticipated pedestrian use.

**Goal LU 4.1:** Neighborhoods. Promote the development and preservation of neighborhoods that provide a variety of housing types, densities, and designs and a mix of uses and services that address the diverse needs of Sacramento residents of all ages, socio-economic groups, and abilities.

**Policy LU 4.1.3:** Walkable Neighborhoods. The City shall require the design and development of neighborhoods that are pedestrian friendly and include features such as short blocks, broad and well-appointed sidewalks (e.g., lighting, landscaping, adequate width), tree-shaded streets, buildings that define and are oriented to adjacent streets and public spaces, limited driveway curb

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cuts, paseos and pedestrian lanes, alleys, traffic-calming features, convenient pedestrian street crossings, and access to transit.

### Answers to Checklist Questions

- a-c) The proposed project would not increase vehicular traffic on the project site or vicinity during project operation. The project proposes improvements to pedestrian and bicycle circulation, along with improvements to streetscape visual quality. Therefore, the project would not generate traffic that would degrade peak period LOS from an acceptable level to an unacceptable LOS, nor increase existing traffic levels along a roadway with an unacceptable LOS. The project would not affect freeway facilities. During project construction, temporary sidewalk and lane closure may be required for project improvements. Construction work hours would take into account weekday commute traffic to reduce peak hour traffic impacts. Traffic controls would be implemented during construction per standard City requirements. Minimal traffic restrictions are anticipated. Therefore, impacts would be **less than significant**.
- d-f) The North 16th Street corridor currently possesses several barriers to walkability and bicycle circulation including inadequate and potentially unsafe pedestrian facilities. The proposed project would improve safety and security for all travel modes and improve pedestrian and bicycle circulation and accessibility. This would be achieved through installing new sidewalks along the corridor, installing LED street lights, widening sidewalk approach at existing pedestrian tunnels at the 16th Street Underpass, and improving bicycle connectivity to the River District. During project construction, temporary sidewalk closures would be necessary. However, this would be temporary and would not adversely impact pedestrian travel or access in the long-term. Therefore, the proposed project would not impact pedestrian, bicycle, or transit access and impacts would be **less than significant**.

### Mitigation Measures

No mitigation measures required.

### Findings

The project would have no additional project-specific environmental effects relating to Transportation and Traffic.

## 3.13 Tribal Cultural Resources



## North 16<sup>th</sup> Street Streetscape Project

		Additional significant effect can be mitigated to less than significant	Additional significant environmental effect; EIR will be prepared
<b>XIII. TRIBAL CULTURAL RESOURCES</b> – Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:			
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Environmental Setting

Assembly Bill (AB) 52 established a consultation process, effective July 1, 2015, between California public agencies and California Native American Tribes. AB 52 further established a category of resources known as tribal cultural resources. Once the CEQA process is initiated, public agencies must notify tribes that have requested such notice, of any project that has the potential to impact a tribal cultural resource. The City sent requests for notification of the under AB 52 to the traditionally and culturally affiliated California Native American tribes that had previously requested, in writing, to receive such notice. One tribe responded within the 30-day time period [Public Resources Code (PRC) Section 21080.3.1]. The City is coordinating with the tribe and is in consultation to coordinate applicable mitigation for protection of Tribal Cultural Resources.

### Relevant General Plan Policies

The following General Plan policies related to tribal cultural resources are applicable to the proposed project:

#### *Historic and Cultural Resources*

**Policy HCR 2.1.3:** Consultation. The City shall consult with appropriate organizations and individuals (e.g., California Historical Resources Information System (CHRIS) Information Centers, the Native American Heritage Commission (NAHC), the CA Office of Planning and

## North 16<sup>th</sup> Street Streetscape Project

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Research (OPR) “Tribal Consultation Guidelines”, etc.,) and shall establish a public outreach policy to minimize potential impacts to historic and cultural resources.

### Standards of Significance

The significance criteria used to evaluate the project impacts to tribal cultural resources is based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to tribal cultural resources would occur if the project would:

- a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
  - i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).
  - ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

### ***SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS***

The MEIR analyzed impacts to archeological resources within the City under the 2035 General Plan. Archeological materials originating from Native American groups that have occupied the City and surrounding areas for thousands of years prior to settlement of non-Native people have been found throughout the City. High sensitivity areas within the City are often associated with the Sacramento and American rivers, along with other watercourses. The MEIR found that development under the 2035 General Plan could impact archeological resources, which could include tribal cultural resources. As protection of all important archeological resources from damage or destruction cannot be assured, the MEIR concluded that impacts to archeological resources would be significant and unavoidable. The MEIR predated AB 52 consultation requirements, and specific impacts to other tribal cultural resources were not evaluated in the MEIR.

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### Answers to Checklist Questions

- a,b) A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment (Pub. Resources Code, §21084.2). Under AB 52 a tribal cultural resource must have tangible, geographically defined properties that can be impacted by project implementation.

The City received a request to consult with UAIC representatives in response to AB 52 outreach. The UAIC representatives responded that there are historic-age TCRs within the vicinity of the project site, however did not indicate that these resources would be directly impacted by the project. UAIC requested that UAIC representatives be present during any cultural resources survey, be provided the opportunity to monitor during ground disturbing activities if TCRs are identified, and stated that no resource evaluation or data recovery be completed without UAIC consent, and advised that UAIC has a strong preference that TCRs be preserved in place through avoidance. Mitigation has been included to address these concerns raised.

Should a tribal cultural resource be identified that may be impacted, appropriate steps for management will be taken as determined by the City. Mitigation Measures TCR-1 through TCR-3 provides specific steps to be taken in the event that unanticipated cultural resources, including those of Native American origin, are encountered during project construction. With this mitigation implemented, the potential for impacts to tribal cultural resources would be **less than significant**.

### Mitigation Measures

Implement Mitigation Measures TCR-1 through TCR-3

#### *Mitigation Measure TCR-1*

If cultural resources, paleontological or tribal cultural resources (such as structural features, unusual amounts of bone or shell, artifacts, or human remains) are encountered at the project site during construction, work shall be suspended within 100 feet of the find (based on the apparent distribution of cultural materials), and the construction contractor shall immediately notify the project's City representative. Avoidance and preservation in place is the preferred manner of mitigating impacts to cultural resources and tribal cultural resources. This shall be accomplished, if feasible, by several alternative means, including:

- Planning construction to avoid tribal cultural resources, archaeological sites and/or other cultural resources; incorporating cultural resources within parks, green-space or other open space; covering archaeological resources; deeding a cultural resource to a

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- permanent conservation easement; or other preservation and protection methods agreeable to consulting parties and regulatory authorities with jurisdiction over the activity.
- Recommendations for avoidance of cultural resources, paleontological and tribal cultural resources shall be reviewed by the City representative, interested culturally affiliated Native American tribes and other appropriate agencies, in light of factors such as costs, logistics, feasibility, design, technology and social, cultural and environmental considerations, and the extent to which avoidance is consistent with project objectives. Avoidance and design alternatives may include realignment within the project site to avoid cultural resources or tribal cultural resources, modification of the design to eliminate or reduce impacts to cultural resources or tribal cultural resources or modification or realignment to avoid highly significant features within a cultural resource or tribal cultural resource.
  - Native American representatives from interested culturally affiliated Native American tribes shall be invited to review and comment on these analyses and shall have the opportunity to meet with the City representative and its representatives who have technical expertise to identify and recommend feasible avoidance and design alternatives, so that appropriate and feasible avoidance and design alternatives can be identified.
  - If the discovered cultural resource or tribal cultural resource can be avoided, the construction contractor(s), shall install protective fencing outside the site boundary, including a 100-foot buffer area, before construction restarts. The boundary of a cultural resource or a tribal cultural resource will be determined in consultation with interested culturally affiliated Native American tribes and tribes shall be invited to monitor the installation of fencing. Use of temporary and permanent forms of protective fencing shall be determined in consultation with Native American representatives from interested culturally affiliated Native American tribes.
  - The construction contractor(s) shall maintain the protective fencing throughout construction to avoid the site during all remaining phases of construction. The area shall be demarcated as an “Environmentally Sensitive Area”.

If a cultural resource or a tribal cultural resource cannot be avoided, the following performance standard shall be met prior to continuance of construction and associated activities that may result in damage to or destruction of cultural resources or tribal cultural resources:

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- Each resource shall be evaluated for California Register of Historical Resources- (CRHR) eligibility through application of established eligibility criteria (California Code of Regulations 15064.636), in consultation with consulting Native American Tribes, as applicable.

If a cultural resource or a tribal cultural resource is determined to be eligible for listing in the CRHR, the City shall avoid damaging effects to the resource in accordance with California PRC Section 21084.3, if feasible. The City shall coordinate the investigation of the find with a qualified archaeologist (meeting the Secretary of the Interior's Professional Qualifications Standards for Archeology) approved by the City and with interested culturally affiliated Native American tribes that respond to the City's invitation. As part of the site investigation and resource assessment, the City and the archaeologist shall consult with interested culturally affiliated Native American tribes to assess the significance of the find, make recommendations for further evaluation and treatment as necessary and provide proper management recommendations should potential impacts to the resources be determined by the City to be significant. A written report detailing the site assessment, coordination activities, and management recommendations shall be provided to the City representative by the qualified archaeologist. These recommendations shall be documented in the project record. For any recommendations made by interested culturally affiliated Native American tribes that are not implemented, a justification for why the recommendation was not followed shall be provided in the project record.

Native American representatives from interested culturally affiliated Native American Tribes and the City representative shall also consult to develop measures for long-term management of any discovered tribal cultural resources. Consultation shall be limited to actions consistent with the jurisdiction of the City and taking into account ownership of the subject property. To the extent that the City has jurisdiction, routine operation and maintenance within tribal cultural resources retaining tribal cultural integrity shall be consistent with the avoidance and minimization standards identified in this mitigation measure.

If the City determines that the project may cause a significant impact to a tribal cultural resource, and measures are not otherwise identified in the consultation process, the following are examples of mitigation capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to the resource. These measures may be considered to avoid or minimize significant adverse impacts and constitute the standard by which an impact conclusion of less-than significant may be reached:

- Avoid and preserve resources in place, including, but not limited to, planning construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.

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- Treat the resource with culturally appropriate dignity taking into account the Tribal cultural values and meaning of the resource, including, but not limited to, the following:
  - Protect the cultural character and integrity of the resource.
  - Protect the traditional use of the resource.
  - Protect the confidentiality of the resource.
  - Establish permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or using the resources or places.
  - Protect the resource.

### ***Mitigation Measure TCR-2***

The City shall require the applicant/contractor to provide a cultural resources and tribal cultural resources sensitivity and awareness training program (Worker Environmental Awareness Program [WEAP]) for all personnel involved in project construction, including field consultants and construction workers. The WEAP shall be developed in coordination with an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for Archeology, as well as culturally affiliated Native American tribes. The City may invite Native American representatives from interested culturally affiliated Native American tribes to participate. The WEAP shall be conducted before any project-related construction activities begin at the project site. The WEAP shall include relevant information regarding sensitive cultural resources and tribal cultural resources, including applicable regulations, protocols for avoidance, and consequences of violating State laws and regulations.

The WEAP shall also describe appropriate avoidance and impact minimization measures for cultural resources and tribal cultural resources that could be located at the project site and shall outline what to do and who to contact if any potential cultural resources or tribal cultural resources are encountered. The WEAP shall emphasize the requirement for confidentiality and culturally appropriate treatment of any discovery of significance to Native Americans and shall discuss appropriate behaviors and responsive actions, consistent with Native American tribal values.

### ***Mitigation Measure TCR-3***

If the human remains are of historic age and are determined to be not of Native American origin, the City will follow the provisions of the HSC Section 7000 (et seq.) regarding the disinterment

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and removal of non-Native American human remains. If the Coroner determines that the remains are those of a Native American, he or she must contact the Native American Heritage Commission (NAHC) by phone within 24 hours of making that determination (HSC Section 7050[c]). After the Coroner’s findings have been made, the archaeologist and the NAHC-designated Most Likely Descendant (MLD), in consultation with the landowner, shall determine the ultimate treatment and disposition of the remains. The responsibilities of the City for acting upon notification of a discovery of Native American human remains are identified in California PRC Section 5097.98.

### Findings

All additional significant environmental effects of the project relating to Tribal Cultural Resources can be mitigated to a less-than-significant level.

### 3.14 Utilities and Service Systems

	No additional significant effect	Additional significant effect can be mitigated to less than significant	Additional significant environmental effect; EIR will be prepared
<b>XIV. UTILITIES AND SERVICE SYSTEMS – Would the project...</b>			
a) Result in the determination that adequate capacity is not available to serve the project’s demand in addition to existing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Environmental Setting

The project site is served by the Sacramento Metropolitan Utilities District (SMUD), Sacramento Regional Wastewater Treatment Plant (SRWTP), Sacramento Recycling and Transfer Station, and the City of Sacramento for public utilities. The site is currently developed with electricity, sewer, and potable water connections.

#### *Water*

The City provides water to serve the proposed project. Water supply is obtained from the American and Sacramento Rivers, along with groundwater wells. The City’s 2015 Urban Water Management Plan (UWMP) determined that the City has adequate water supplies to meet the demands of development under the 2035 General Plan.

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### *Sewer*

Wastewater from the project area is collected by the City of Sacramento's combined sewer system. The sewage collected in the combined system is pumped to the Sacramento Regional Wastewater Treatment Plant in Elk Grove, operated by the Sacramento Regional County Sanitation District.

### *Storm Water Drainage*

The combined sewer system collects both sanitary sewer and storm water. The project area includes gutters and drain inlets to collect surface storm water and transport it via the combined system to the Sacramento Regional Wastewater Treatment Plant.

### *Solid Waste*

Residential solid waste within the City is collected by the Sacramento Department of General Services, and private haulers collect commercial solid waste. Solid waste collected within the City is then transported to the Sacramento Recycling and Transfer Station (8491 Fruitridge Road and 4550 Roseville Road), and transferred to the Kiefer Landfill. The landfill accepts municipal and industrial waste, including household hazardous waste, and is expected to have sufficient capacity until 2065 (CalRecycle 2018).

### *Electricity and Natural Gas*

The Sacramento Municipal Utility District (SMUD) is responsible for the generation, transmission, and distribution of electrical power to its 900 square mile service area, which includes most of the incorporated and unincorporated areas of Sacramento County and a small portion of Placer County. SMUD buys and sells energy and capacity on a short-term basis to meet load requirements and reduce costs. The project area includes street lights and traffic signals which require electricity. The Pacific Gas & Electric Company (PG&E) provides natural gas service to residents and businesses within the City of Sacramento, including those adjacent to the project area.

### **Standards of Significance**

The significance criteria used to evaluate the project impacts to utilities and service systems are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to utilities and service systems would occur if the project would:

- a. Result in the determination that adequate capacity is not available to serve the project demand in addition to existing commitments.
- b. Require or result in the construction of new utilities or expansion of existing utilities, the construction of which could cause significant environmental effects.



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### ***SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS***

Section 4.11 of the MEIR addresses the utilities and service systems effects of development within the City under the 2035 General Plan. The MEIR analyzed impacts from development under the 2035 General Plan on water, wastewater, sewer and storm drainage, solid waste, and electricity and natural gas. The MEIR concluded that although policies included under the 2035 General Plan would reduce water supply impacts, effects would remain significant and unavoidable due to an increased demand for potable water and a need for the construction of new water facilities. Impacts related to wastewater treatment and conveyance facilities were determined to be less than significant. Future buildout under the 2035 General Plan was also found to have a less-than-significant impact on solid waste facilities and storm water drainage conveyance facilities. Implementation of policies included in the 2035 General Plan and compliance with Title 20 and Title 24 energy efficiency standards would reduce impacts regarding energy to less than significant. Relevant policies from the 2035 General Plan are included below.

#### **Relevant General Plan Policies**

The following General Plan policies related to utilities and service systems are applicable to the proposed project:

##### ***Utilities***

**Goal U 2.1:** High-Quality and Reliable Water Supply. Provide water supply facilities to meet future growth within the City’s Place of Use and assure a high-quality and reliable supply of water to existing and future residents.

**Policy U 2.1.15:** Landscaping. The City shall continue to require the use of water-efficient and river friendly landscaping in all new development, and shall use water conservation gardens (e.g., Glen Ellen Water Conservation Office) to demonstrate and promote water conserving landscapes.

**Policy U 2.1.16:** River-Friendly Landscaping. The City shall promote “River Friendly Landscaping” techniques which include the use of native and climate appropriate plants; sustainable design and maintenance; underground (water-efficient) irrigation; and yard waste reduction practices.

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### Wastewater Systems

#### *Utilities Element*

**Goal U 1.1:** High-Quality Infrastructure and Services. Provide and maintain efficient, high quality public infrastructure facilities and services in all areas of the city.

**Policy U 4.1.4:** Watershed Drainage Plans. The City shall require developers to prepare watershed drainage plans for proposed developments that define needed drainage improvements per City standards, estimate construction costs for these improvements, and comply with the City's National Pollutant Discharge Elimination System (NPDES) permit.

**Policy U 4.1.5:** Green Stormwater Infrastructure. The City shall encourage "green infrastructure" design and Low Impact Development (LID) techniques for stormwater facilities (i.e., using vegetation and soil to manage stormwater) to achieve multiple benefits (e.g., preserving and creating open space, improving runoff water quality).

**Policy U 4.1.6:** New Development. The City shall require proponents of new development to submit drainage studies that adhere to City stormwater design requirements and incorporate measures, including "green infrastructure" and Low Impact Development (LID) techniques, to prevent on- or off-site flooding.

#### *Environmental Resources Element*

**Goal ER 1.1:** Water Quality Protection. Protect local watersheds, water bodies and groundwater resources, including creeks, reservoirs, the Sacramento and American Rivers and their shorelines.

**Policy ER 1.1.4:** New Development. The City shall require new development to protect the quality of water bodies and natural drainage systems through site design (e.g., cluster development), source controls, storm water treatment, runoff reduction measures, best management practices (BMPs) and Low Impact Development (LID), and hydromodification strategies consistent with the City's NPDES Permit.

**Policy ER 1.1.5:** Limit Stormwater Peak Flows. The City shall require all new development to contribute no net increase in stormwater runoff peak flows over existing conditions associated with a 100-year storm event.

**Policy ER 1.1.6:** Post-Development Runoff. The City shall impose requirements to control the volume, frequency, duration, and peak flow rates and velocities of runoff from development projects to prevent or reduce downstream erosion and protect stream habitat.

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**Policy ER 1.1.7:** Construction Site Impacts. The City shall minimize disturbances of natural water bodies and natural drainage systems caused by development, implement measures to protect areas from erosion and sediment loss, and continue to require construction contractors to comply with the City's erosion and sediment control ordinance and stormwater management and discharge control ordinance.

**Policy U 5.1.8:** Diversion of Waste. The City shall encourage recycling, composting, and waste separation to reduce the volume and toxicity of solid wastes sent to landfill facilities.

**Policy U 5.1.15:** Recycling and Reuse of Construction Wastes. The City shall require recycling and reuse of construction wastes, including recycling materials generated by the demolition and remodeling of buildings, with the objective of diverting 85 percent to a certified recycling processor.

### Answers to Checklist Questions

- a) The proposed project includes improvements to pedestrian and bicycle circulation, along with improvements to streetscape visual quality. Existing wastewater, water and storm drain infrastructure currently serves the project site. The project may require minor relocation of underground utilities to accommodate construction, including water and storm drainage lines. Minimal water use would be required to irrigate landscaping during project operation. No sewer service would be necessary during project construction or operation. Streetscape improvements will include drainage improvements at some intersections as well as ADA improvements to drain inlets. In some locations, low impact development (LID) strategies may be implemented to reduce stormwater runoff and improve water quality. The environmental effects of installing this new infrastructure has been evaluated in other sections of this Initial Study and impacts would be considered less than significant and there would be no additional significant effects. Some additional electricity demand would be created by additional street lights. However, these LED lights will be more efficient than existing lights and additional electricity demand will be minimal. No natural gas demand will be caused by the project. During construction, materials including concrete and asphalt will be recycled to the extent feasible. Unrecyclable construction materials may be sent to the Kiefer Landfill, which has sufficient capacity. Project impacts to public utilities would be **less than significant**.

### Mitigation Measures

No mitigation would be required.

### Findings

The project would have no additional project-specific environmental effects relating to Public Utilities.

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### 3.15 Mandatory Findings of Significance

	No additional significant effect	Additional significant effect can be mitigated to less than significant	Additional significant environmental effect; EIR will be prepared
<b>XV. MANDATORY FINDINGS OF SIGNIFICANCE – Would the project...</b>			
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) As discussed above, the proposed project would not degrade the habitat of a fish or wildlife species due to the lack of suitable habitat on the project site. The project site does not contain significant historical resources that would be impacted by project implementation. Compliance with identified project-level mitigation measures would ensure impacts associated with biological and cultural resources would be reduced to less than significant. Therefore, impacts would be **less than significant**.

b) The cumulative context for the proposed project is the continued buildout of the City’s 2035 General Plan. As discussed in Items 3.1 through 3.15 with implementation of applicable General Plan policies, required regulation and ordinances, and the mitigation measures previously identified herein, the proposed project would not substantially contribute to cumulative impacts and/or cause the cumulative impacts of the 2035 General Plan EIR to exceed the levels described in the MEIR.

The City is currently in the final design stage of the North 12th Complete Streets Project. The North 12th Street project will construct a separated bikeway on the west side of North 12th Street. The improvements include constructing new sidewalks, removing barriers and constructing additional drainage, curbs and gutters, street lighting and a wrought iron fence to separate pedestrians from the Light Rail tracks. Like the North 16th Street Streetscape

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Project, the North 12th Street project is consistent with City's 2035 General Plan, it was analyzed in an initial study/mitigated negative declaration tiered from the General Plan EIR, and would not result in a significant effect on the environment not previously considered in the General Plan EIR.

The proposed project is consistent with the City's 2035 General Plan and would not result in new or increased cumulative impacts or result in additional significant effects and impacts are **less than significant**.

- c) The proposed project would not result in environmental impacts that would affect the health or safety of human beings, directly or indirectly. Therefore, impacts would be **less than significant** and there would be no additional significant effects.

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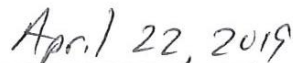
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**DETERMINATION:** (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

  
Signature

  
Date

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### 4.2 List of Preparers

Dudek prepared this document under the direction of the City of Sacramento in conjunction with Wood Rodgers, Inc.

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