



**INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION FOR ANTICIPATED PROJECTS
UNDER THE 2030 GENERAL PLAN MASTER EIR**

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

R Street Phase III 13th to 16th Streets Improvement Project - The City proposes to construct streetscape improvements, street lighting, landscaping, hardscaping, and pedestrian enhancements on R Street between 13th to 16th streets (proposed project). The proposed work would include reconstructing R Street, improving parking areas, providing raised sidewalks (including bulb-outs at crosswalks to meet Americans with Disabilities Act [ADA] requirements), planting trees, installing lighting, and updating the storm drainage system. The City has identified these improvements as those needed to bring R Street up to the current City roadway standards. No new right-of-way would be required for the project. The maximum depth of disturbance would be ten (10) feet for utility relocation, and trench width would be three (3) to four (4) feet. The remaining historic railroad tracks would be replaced after construction.

The City's Community Development Department staff reviewed the proposed project and, on the basis of the whole record before it, has determined that the proposed project is an anticipated subsequent project identified and described in the Sacramento 2030 General Plan Master Environmental Impact Report (EIR) (Master EIR) and is consistent with the land use designation and the permissible densities and intensities of use for the project site as set forth in the 2030 General Plan. See State CEQA Guidelines Section 15176 (b) and (d). The City prepared the attached Initial Study to: (a) review the discussions of cumulative impacts, growth-inducing impacts, and irreversible significant effects in the 2030 General Plan Master EIR to determine their adequacy for the project (see State CEQA Guidelines Section 15178[b],[c]); and (b) identify any potential new or additional project-specific significant environmental effects that were not analyzed in the Master EIR and any mitigation measures or alternatives that may avoid or mitigate the identified effects to a level of insignificance, if any.

This Initial Study/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), 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, 3rd Floor, Sacramento, CA 95811 from 9:00 a.m. to 4:00 p.m.

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

By: _____

Date: _____

R STREET PHASE III 13TH TO 16TH STREETS IMPROVEMENT PROJECT (T-15135900)

Initial Study / Mitigated Negative Declaration

PREPARED FOR THE



PREPARED BY DRAKE HAGLAN & ASSOCIATES
RANCHO CORDOVA, CALIFORNIA

IN CONJUNCTION WITH PAR ENVIRONMENTAL SERVICES, INC.
SACRAMENTO, CALIFORNIA

OCTOBER 2014

R STREET PHASE III 13TH TO 16TH STREETS IMPROVEMENT PROJECT INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION FOR ANTICIPATED PROJECTS UNDER THE 2030 GENERAL PLAN MASTER EIR

This Initial Study has been prepared by the City of Sacramento, Community Development Department, 300 Richards Boulevard, Sacramento, CA 95811, pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code Sections 21000 et seq.), State CEQA Guidelines (Title 14, Section 15000 et seq. of the California Code of Regulations) and the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into the following sections:

SECTION I – BACKGROUND: Provides summary background information about the project name, location, applicant, and the date this Initial Study was completed.

SECTION II – PROJECT DESCRIPTION: Includes a detailed description of the proposed project.

SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION: Reviews proposed project and states whether the project would have additional significant environmental effects (project-specific effects) that were not evaluated in the Sacramento 2030 General Plan Master Environmental Impact Report (EIR) (Master EIR).

SECTION IV – ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Identifies which environmental factors were determined to have additional significant environmental effects that were not evaluated in the 2030 General Plan Master EIR.

SECTION V – DETERMINATION: States whether additional environmental effects associated with development of the proposed project are significant, and what, if any, further environmental documentation may be required.

REFERENCES CITED: Identifies source materials consulted in the preparation of the Initial Study.

APPENDIX A – Climate Action Plan Checklist: Identifies project consistency with the City Climate Action Plan (CAP) for proposed new development project that are subject to CEQA review.

APPENDIX B – City of Sacramento Tree Reports: City's Urban Forestry staff recommendations for trees along the project corridor.

SECTION I – BACKGROUND

Project Name and File Number: R Street Phase III 13th to 16th Streets Improvement Project (T-15135900)

Project Location: Central City:
R Street between 13th and 16th Streets

Project Applicant: Department of Public Works
City of Sacramento

Project Manager: Zuhair Amawi
Department of Public Works
City of Sacramento
915 I Street, Room 2000
Sacramento, CA 95814
(916) 808-7620

Environmental Planner: Dana Mahaffey, Environmental Planning Services

Date Initial Study Completed: October 27, 2014

This Initial Study was prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Sections 1500 et seq.). The City of Sacramento (City) is the Lead Agency.

The City's Community Development Department staff reviewed the proposed project and, on the basis of the whole record before it, has determined that the proposed project is an anticipated subsequent project identified and described in the Sacramento 2030 General Plan Master Environmental Impact Report (EIR) (Master EIR) and is consistent with the land use designation and the permissible densities and intensities of use for the project site as set forth in the 2030 General Plan. See State CEQA Guidelines Section 15176 (b) and (d).

The City prepared the attached Initial Study to: (a) review the discussions of cumulative impacts, growth-inducing impacts, and irreversible significant effects in the 2030 General Plan Master EIR to determine their adequacy for the project (see State CEQA Guidelines Section 15178[b],[c]); and (b) identify any potential new or additional project-specific significant environmental effects that were not analyzed in the Master EIR and any mitigation measures or alternatives that may avoid or mitigate the identified effects to a level of insignificance, if any.

As part of the Master EIR process, the City is required to incorporate all feasible mitigation measures or feasible alternatives appropriate to the project as set forth in the Master EIR (State CEQA Guidelines Section 15177(d)). The Master EIR mitigation measures that are identified as appropriate are set forth in the applicable technical sections below.

This analysis incorporates by reference the general discussion portions of the Master EIR, and associated technical reports for environmental analysis (State CEQA Guidelines Section 15150(a)). The Master EIR and technical reports used to draft this Initial Study are available for public review at the City of Sacramento, Community Development Department, 300 Richards

Boulevard, Third Floor, Sacramento, CA 95811, and on the City's web site at: <http://portal.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports.aspx>.

The City is soliciting views of interested persons and agencies on the content of the environmental information presented in this document. Due to the time limits mandated by state law, your response must be sent at the earliest possible date, but no later than the 30-day review period ending December 1, 2014.

Please send written responses to:

Dana Mahaffey
Community Development Department
City of Sacramento
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811
Direct Line: (916) 808-2762
FAX (916) 808-1077
dmahaffey@cityofsacramento.org

SECTION II – PROJECT DESCRIPTION

Project Location

The proposed project involves the section of R Street between 13th to 16th streets in the central area of the City of Sacramento, in Sacramento County. The project area is approximately 1.4 miles east of the American River and 1 mile south of the State Capitol (Figure 1).

Project Background

R Street was an older, underutilized industrial corridor from the 1940s through the mid-1980s. In the mid-1980s, the development of regional light rail system initiated by the Sacramento Regional Transit District (Regional Transit) prompted interest in redeveloping R Street into a multi-use corridor (Moore Lacofano Goltsman, Inc. 2006). The project area is characterized as an inactive railroad corridor and urban commercial area consisting of office buildings, a parking structure, industrial warehouses, and commercial/residential mixed-use buildings. A Regional Transit light rail line runs parallel to the north of the project site along the Q and R streets alley.

The purpose of this project is to provide improvements to the R Street Corridor according to the Central City Community Plan (CCCP) (City of Sacramento, 2009) and the R Street Corridor Urban Design and Development Plan (Moore Lacofano Goltsman, Inc. 2006). The project would implement the guidelines within these documents, resulting in a model for revitalization and streetscape improvements along R Street, and would enhance the connection of the future redevelopment projects with the light rail system.

The City of Sacramento (City) oversaw completion of the *R Street Corridor Urban Design Guidelines and Special District Amendments Initial Study and Mitigated Negative Declaration* (Planning Dynamics Group [PDG] 2006) and adopted the Mitigated Negative Declaration in September 2006. The Initial Study/Mitigated Negative Declaration was circulated for public review from June 22, 2006 through July 12, 2006.

Project Description

The City proposes to construct streetscape improvements, street lighting, landscaping, hardscaping, and pedestrian enhancements on R Street between 13th to 16th streets (proposed project). The proposed work would include reconstructing R Street, improving parking areas, providing raised sidewalks (including bulb-outs at crosswalks to meet Americans with Disabilities Act [ADA] requirements), planting trees, installing lighting, and updating the storm drainage system. The City has identified these improvements as those needed to bring R Street up to the current City roadway standards. No new right-of-way would be required for the project. The maximum depth of disturbance would be ten (10) feet for utility relocation, and trench width would be three (3) to four (4) feet. The remaining historic railroad tracks would be replaced after construction.

Existing Conditions and Surrounding Land Uses

The R Street Phase III, 13th to 16th streets project is in an older section of the R Street Corridor. The project area is characterized as an inactive rail corridor with mixed-use commercial, light industrial, parking lots, and vacant lots (e.g., 1515 S Street; Service Employees International Union [SEIU] Local 1000; California Department of Fish and Wildlife [CDFW]; California

Department of Transportation [Caltrans]; and Department of Business Oversight), one warehouse (California Department of Water Resources [DWR]), City-listed historic building “Perfection Bread Building” (presently represented by a complex of buildings composed of restaurants, bars, a night club, two salons, and condominiums above the commercial uses), and new construction at the southwest corner of R and 15th streets. The Sacramento Regional Transit light rail tracks are less than one block north and parallel R Street (see Figure 2).

There are four open parking lots: one is used by Caltrans and is on the south side of R Street between 14th and 15th streets; the second is also on the south side of R Street and is associated with the new commercial project currently under development at the corner of R and 15th streets; the third is used by SEIU Local 1000 State Union building, is located between 13th and 14th, and open to 13th and S streets; the fourth lot is used by CDFW and is located between 13th and 14th streets on the south side of R Street. While there are no single family houses directly on R Street within the proposed development corridor, a single family residence is situated at 1730 13th Street. It is associated with the previously approved and developed section of R Street (i.e., Phase I project from 10th to 13th streets). In addition, there are several condominium units on the 1400 block of R Street (between 14th and 15th streets), above the commercial uses. Eight of these units face R Street and another five units face away from R Street.

The section of R Street between 13th and 15th streets allows two vehicles to pass but it is not striped. The section between 15th and 16th streets was striped for two lanes when the Benevenuti Office complex was constructed. The historic railroad tracks associated with the 1860s Sacramento Valley Railroad (no longer used) are within the center of the roadway between 13th and 15th streets; they are not present between 15th and 16th streets. Granite cobblestones are present in some areas adjacent to the railroad tracks at the intersections of R Street with 13th, 14th, and 15th streets.

Proposed Improvements

The following improvements are proposed for R Street between 13th Street to 16th Street. Figure 3 depicts the preliminary geometric plan.

- Replacing the existing asphaltic concrete (AC) travel way with Portland cement concrete (PCC).
- Providing a 22-foot-wide travel way, with one 11-foot-wide lane in each direction. Stop signs that are currently in place at all intersections would be maintained. Stop bars would be striped in the crosswalks.
- Constructing bulb-outs at intersection corners protruding six (6) feet into the numbered streets to shorten crosswalk distances. ADA compliant curb ramps are proposed at the intersections of R and 13th, 14th, and 15th streets. Each corner would have a three (3)-foot-long by four (4)-foot-wide yellow truncated warning tile near the edge of the street.
 - Constructing bulb-outs at intersection corners on R Street protruding six (6) feet into R Street to shorten crosswalk distances would be an option considered during design.
- Constructing pedestrian walkway improvements with a four (4)-inch-high curb. The final walkway dimensions may vary according to possible utility or other design constraints that may be identified during final design. The preliminary walkway widths for the

corridor are listed below. For the 15th Street to 16th Street block, on the south side of R Street, there would be no change to the sidewalk width; the only improvement would be to upgrade to a four (4)-inch-high curb.

- - 13th Street to 14th Street, north side – 26.5 feet
 - 13th Street to 14th Street, south side – 17.5 feet
 - 14th Street to 15th Street, north and south sides – 22 feet
 - 15th Street to 16th Street, north side – 15 feet
- Providing parallel parking on the north and south sides of R Street.
- Providing new industrial stylized lighting on the north and south sides of R Street.
- Constructing an underground drainage system with drain inlets and laterals to accommodate street run-off. Trenching for this activity would involve disturbance of, at maximum, a four (4)-foot-wide by ten (10)-foot-deep area.
- Reconstructing the main railroad track to accommodate the proposed grades and drainage. Tracks will be adjusted to a maximum vertical and horizontal adjustment of 12 inches. Distorted tracks would be replaced in kind, if economically feasible, with warehoused rail stock or new rails. New rails will be installed between 15th and 16th streets to provide continuity along the R Street corridor.
- Relocating utilities—maximum depth of disturbance would be ten (10) feet, and trench width would be three (3) to four (4) feet.
 - Based on the results of an economic feasibility study to be undertaken prior to final design, the City will decide whether to remove existing aerial utility poles on the south side of R Street and underground them.
- Granite curbstones would be cast into the concrete roadway section at their current locations and would conform to any alignment or elevation adjustments that may be required for all tracks.
- Adding beautification elements to the walkway such as textured or colored concrete complimenting the industrial nature of the corridor utilizing shades of grey.

Railroad Elements

Railroad tracks that are part of the 1860s Sacramento Valley Railroad (no longer used) are within the center of the roadway between 13th and 15th streets. Granite cobblestones are present in some areas adjacent to the railroad tracks at the intersection of R Street with 13th, 14th, and 15th streets. The project is designed to keep as much of the existing mainline track alignment in place as possible to preserve historic integrity of the corridor. Missing rails between 15th and 16th streets would be replaced with new rails to maintain the continuity of the mainline track alignment down R Street. The slope of the roadway has been designed to conform to the existing mainline track, to the extent possible. In one or more locations it may be necessary to adjust the existing track alignment to accommodate the proposed design grade or drainage upgrades; in these locations, the track would be vertically or horizontally adjusted a maximum of 12 inches. The existing rail and ties would be removed. The existing rails would be replaced on a new concrete footing at the adjusted elevation. The existing ties would be removed and

disposed of at an approved Class I off-site facility. Distorted tracks would be replaced in kind, if economically feasible, with warehoused rail stock or new rails. There are no siding tracks within this stretch of R Street.

Surviving granite cobblestones at the intersections adjacent to the tracks would be cast into the concrete roadway section at their current locations and would conform to any alignment or elevation adjustments that may be required for the tracks.

Tree and Vegetation Removal and Replacement

Implementation of the proposed R Street improvements would result in removal of up to 33 trees (**Table 1**). None of the trees to be removed are heritage trees. The project would involve replacement of these trees as well as installation of additional landscaping elements. As shown in **Table 1**, design variations may involve preserving some of the existing trees. The determination of tree removal will depend on potential constraints identified during final design. In the case of tree removal, trees that provide similar tree component (i.e., age, canopy coverage) will be replanted according to the visual design guidelines of the R Street Corridor at the time of construction to offset the impacts on neighboring residents and property owners.

Table 1. Tree and Vegetation Removal and Replacement			
Location along R Street	Tree / Vegetation Removal	Tree / Vegetation Replacement	Design Variation
13th Street to 14th Street			
North side	6 – English Elm trees (<i>Ulmus procera</i>) 4 – Chinese Juniper trees (<i>Juniperus chinensis</i>) Remove other existing shrubs / vegetation	8 – Emerald Sunshine Elm (<i>Ulmus propinqua</i>)	Retain the English Elm trees and construct a planter around the trees
South side	6 – London Plane trees (<i>Platanus acerifolia</i>)	6 – Wireless Zelkova (<i>Zelkova serrata</i> ‘Schmidtlow’) or Trident Maple (<i>Acer buergeranum</i>)	Retain the existing London Plane trees and planter area
14th Street to 15th Street			
North side	3 – Tupelo trees (<i>Nyssa sylvatica</i>) 1 – European Hornbeam (<i>Carpinus betulus</i> ‘Fastigiata’) 3 – Chinese elm trees (<i>Ulmus parvifolia</i>)	8 – Emerald Sunshine Elm	--
South side	Existing planter box area	4 – Wireless Zelkova or Trident	--

Table 1. Tree and Vegetation Removal and Replacement			
Location along R Street	Tree / Vegetation Removal	Tree / Vegetation Replacement	Design Variation
		Maple	
15th Street to 16th Street			
North side	10 – Yew pine (<i>Podocarpus acerifolia</i>)	8 - Emerald Sunshine Elm	--

Design Variations

The project design is in preliminary stages, and because the City may encounter physical or other constraints during final design of the project, a number of design variations have been identified. This section lists the potential design variations that may be selected for each block of the project area; the decision to implement one or more of these design variations would be based on physical or other design constraints, traffic safety, and circulation needs.

13th Street to 14th Street

The design variations for 13th to 14th streets block primarily involves retaining existing trees on both the north and south sides of the street. Another potential variation would be to construct a narrower sidewalk width on the south side of the street, as listed below.

- Preserve and construct a planter box around the six (6) English Elm trees on the north side of R Street (see **Table 1**). To accommodate the planter box, the pedestrian walkway width adjacent to it would be 9.5 feet wide. The pedestrian walkway west of the proposed tree planter box would be 26.5 feet wide with a four (4)-inch-high curb. The final width may vary according to design constraints.
- Preserve the existing planted area and six (6) London Plane trees on the south side of R Street.
- Construct a 12.5-foot-wide pedestrian walkway with a four (4)-inch-high curb on the south side of R Street.

14th Street to 15th Street

Design variations for the 14th to 15th streets block would be as follows.

- Modify the pedestrian walkway and curb height on the north side of R Street. The pedestrian walkway would be widened by approximately three (3) feet with a four (4)-inch-high curb. (This would result in a walkway width of approximately 17.5 feet). The existing pedestrian walkway and outdoor seating area at the restaurant would be retained and the new pedestrian walkway would be designed and constructed to conform to the existing walkway.

15th Street to 16th Street

Design variations for the 15th to 16th streets block would be related to the elimination of parallel parking on the north side of the street and the construction of a wider (22-foot-wide) walkway.

- Eliminate parallel parking on the north side of R Street.
- Construct a 22-foot-wide pedestrian walkway with a four (4)-inch high curb on the north side of R Street.

Figure 1
Project Vicinity Map

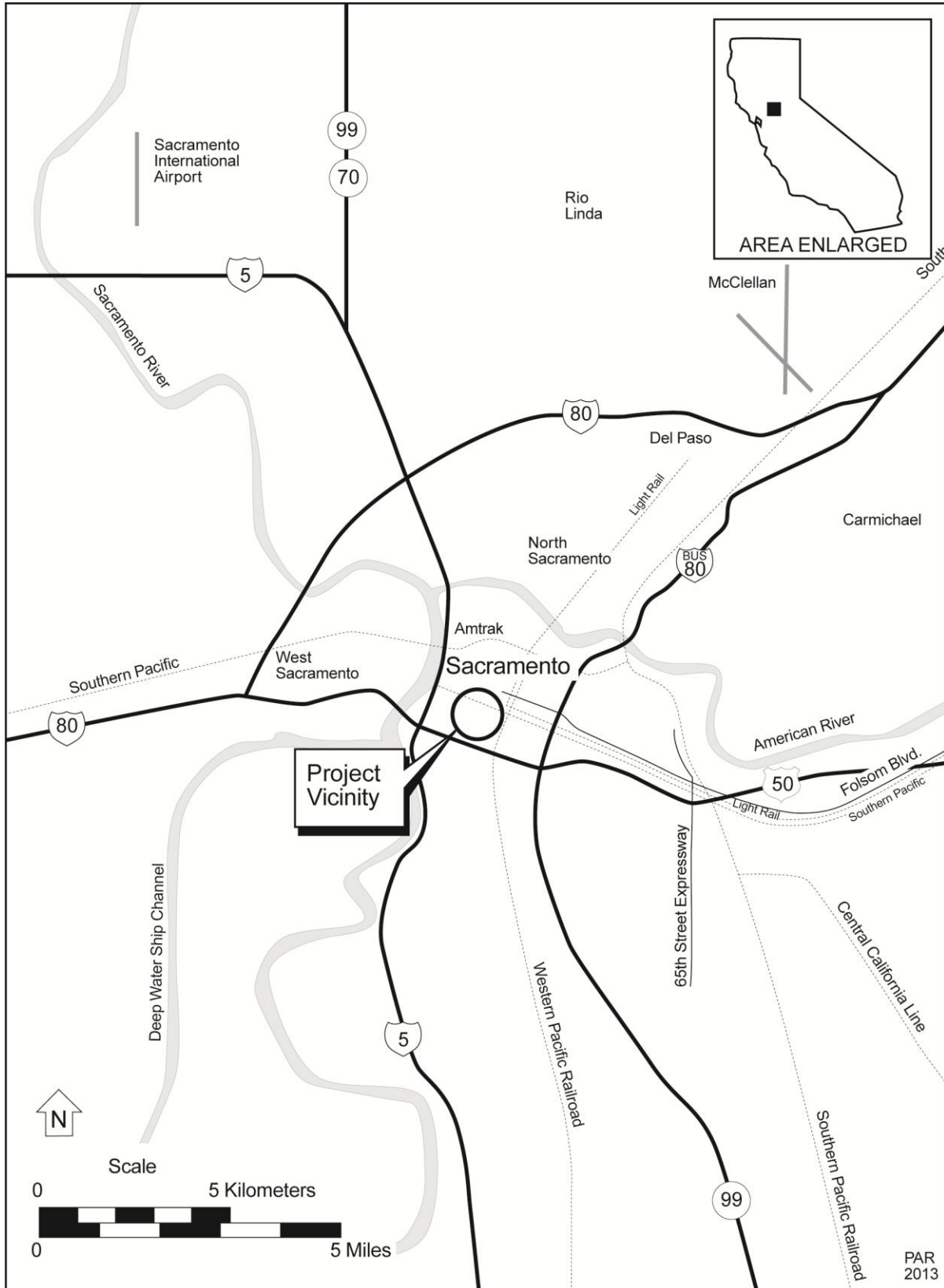
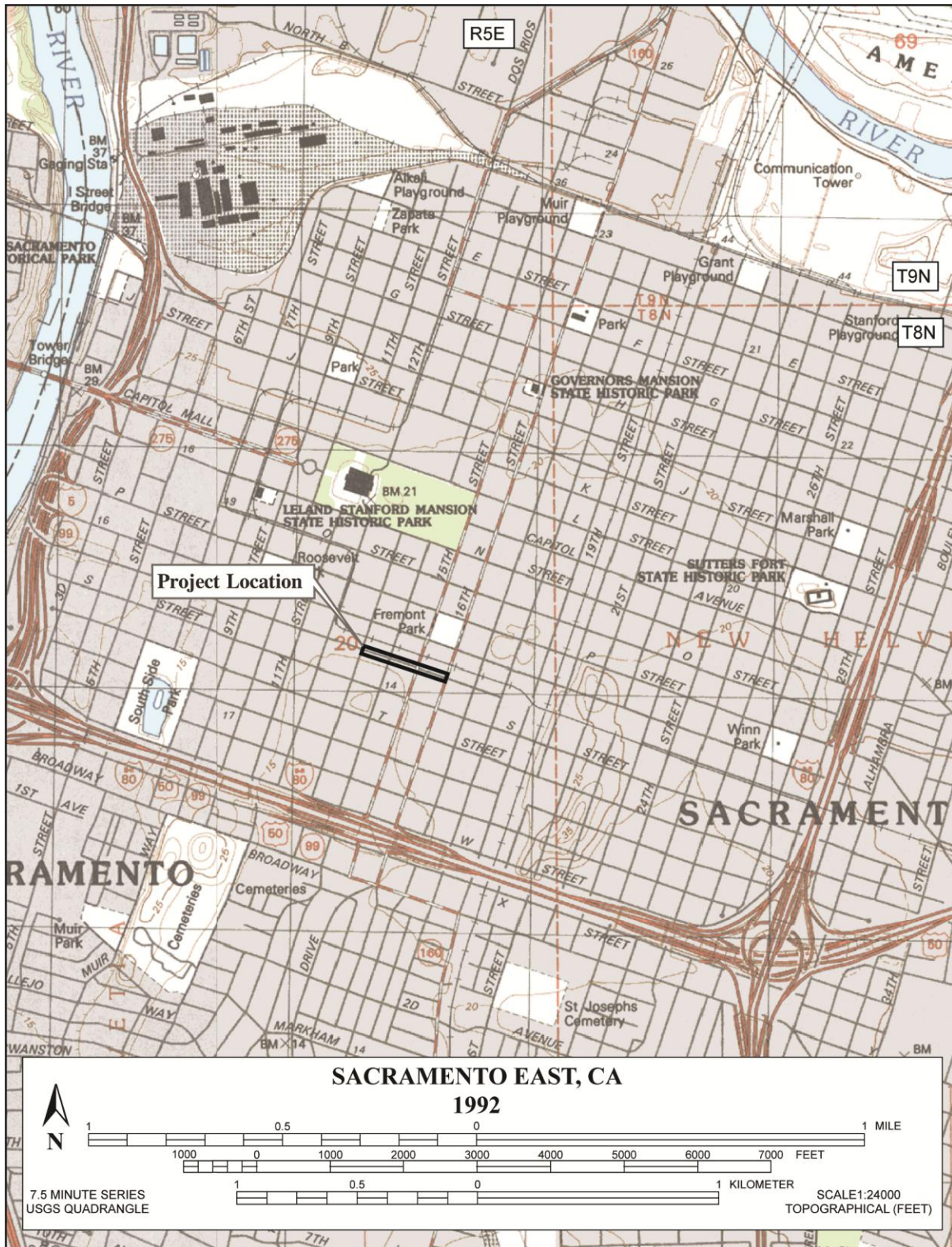


Figure 2
Project Location Map



SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION

LAND USE, POPULATION AND HOUSING, AGRICULTURAL AND FORESTRY RESOURCES, AND ENERGY

Introduction

CEQA requires the Lead Agency to examine the effects of a project on the physical conditions that exist within the area that would be affected by the project. CEQA also requires a discussion of any inconsistency between the proposed project and applicable general plans and regional plans.

An inconsistency between the proposed project and an adopted plan for land use development in a community would not constitute a physical change in the environment. When a project diverges from an adopted plan, however, it may affect planning in the community regarding infrastructure and services, and the new demands generated by the project may result in later physical changes in response to the project.

In the same manner, the fact that a project brings new people or demand for housing to a community does not, by itself, change the physical conditions. An increase in population may, however, generate changes in retail demand or demand for governmental services, and the demand for housing may generate new activity in residential development. Physical environmental impacts that could result from implementing the proposed project are discussed in the appropriate technical sub-sections below.

This section identifies the applicable land use designations, plans and policies, and permissible densities and intensities of use, and discusses any inconsistencies between these plans and the proposed project.

Discussion

Land Use

The project area is included within the R Street Corridor Plan, a component of the CCCP. The project site has been designated as High Density Urban Corridor in the *Sacramento 2030 General Plan* (2030 General Plan) (City of Sacramento, 2009), and is zoned as Redevelopment Area in the City's zoning code. Existing land uses immediately adjacent to R Street in the project study area consist of office buildings, a parking structure, industrial warehouses, and commercial/residential mixed-use buildings.

The proposed project is consistent with the 2030 General Plan as all proposed roadway improvements would occur within the existing City's right-of-way. The project would not change the land use or zoning designation of adjacent areas.

Population and Housing

Because the project does not increase roadway capacity, create new connections, or access to new areas, the project would not result in the need for new public services beyond that anticipated in the 2030 General Plan. The project does not propose a new housing or commercial development requiring additional school facilities, police, or fire protection services.

The proposed project is consistent with the 2030 General Plan and land use designations for the project site. Impacts of development that could be anticipated pursuant to the general plan were evaluated in the Master EIR, specifically in Chapter 6.10, where cumulative effects of development on public services were discussed and evaluated.

Agricultural and Forestry Resources

The proposed project site is in an urban area, surrounded by office buildings, a parking structure, industrial warehouses, and commercial/residential mixed-use buildings. Agricultural activities do not currently occur within the vicinity of the project. In addition, the area does not include land that is designated as Prime Farmland, nor is the land under a Williamson Act contract. There are no forestry or timberland resources in the project area. The proposed project would have no impact on agricultural or forestry resources.

Energy

Standard municipal energy distribution services serve the site. Gas service is provided by the Pacific Gas and Electric Company (PG&E) and electric service is provided by the Sacramento Municipal Utility District (SMUD).

The Master EIR evaluated the potential impacts on energy and concluded that the effects would be less than significant (see Impacts 6.11-9 and 6.11-10). As the proposed project is a streetscape project, the proposed roadway improvement project would not result in any energy impacts not identified and evaluated in the Master EIR.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
1. AESTHETICS, LIGHT AND GLARE			
Would the proposed project:			
A) Create a source of glare that would cause a public hazard or annoyance?			X
B) Create a new source of light that would be cast onto oncoming traffic or residential uses?			X

Environmental Setting

The *R Street Phase III 13th to 16th Streets Project Visual Impact Assessment (Minor Level)* (Drake Haglan and Associates 2014) was prepared for the proposed project as required by the California Department of Transportation guidelines for determining potential visual resource impacts. Visual impacts are demonstrated by identifying visual resources in the project area, measuring the amount of change that would occur as a result of the project, and predicting how the affected public would respond to or perceive those changes. The visual impact assessment (VIA) follows the guidance outlined in the publication *Visual Impact Assessment of Highway Projects* published by the Federal Highway Administration in March 1981.

The project site landscape is characterized by a historic rail corridor and warehouse district. The land use within the corridor and adjacent to the proposed project includes office, commercial, mixed-use buildings, and a parking structure. The currently inactive railroad tracks run between 13th and 15th streets. Existing aesthetic features of the project area include warehouses with an altered industrial feel, including the Perfection Bread/Wonder Bread Bakery facility which is considered a visual resource (Drake Haglan and Associates 2014). Some warehouses are modified with sunroofs, outdoor seating, short fences, and commercial signage. The street corridor consists of sidewalk on both sides of R Street (with the exception of the north side of the 13th to 14th streets block) with scattered vegetation. Dominate vegetation types include landscape trees and grasses.

Standards of Significance

For purposes of this Initial Study, aesthetics impacts may be considered significant if the proposed project would result in one or more of the following:

Glare. Glare is considered to be significant if it would be cast in such a way as to cause public hazard or annoyance for a sustained period of time.

Light. Light is considered significant if it would be cast onto oncoming traffic or residential uses.

Summary of Analysis under the 2030 General Plan Master EIR

The Master EIR described the existing visual conditions in the 2030 General Plan policy area and the potential changes to those conditions that could result from development consistent with the 2030 General Plan (see the Master EIR, Chapter 6.13, Urban Design and Visual Resources).

The Master EIR identified potential impacts for glare (Impact 6.13-1). Mitigation Measure 6.13-1 was set forth in order to reduce the effects of new development under the 2030 General Plan to a less-than-significant level. Additionally, as the proposed project is a streetscape project, it will not require the use of reflective, mirrored or black glass. Metal building materials will be limited to new light poles and will not exceed 50 percent of the street-facing surface.

Light cast onto oncoming traffic or residential uses was identified as a potential impact (Impact 6.13-2). The Master EIR identified Policy LU 6.1.14 (Compatibility with Adjoining Uses) and its requirement that lighting must be shielded and directed downward as reducing the potential effect to a less-than-significant level.

Mitigation Measures from 2030 General Plan Master EIR that apply to the Project

Mitigation Measure 6.13-1 The City shall amend the Zoning Code to prohibit new development from:

- 1) using reflective glass that exceeds 50 percent of any building surface and on the ground three floors;
- 2) using mirrored glass;
- 3) using black glass that exceeds 25 percent of any surface of a building; and
- 4) using metal building materials that exceed 50 percent of any street-facing surface of a primarily residential building.

Answers to Checklist Questions

Questions A and B

Pedestrian-scaled street lighting would be installed as a part of the proposed project to improve the currently insufficient lighting in the project area. Adequate pedestrian-scaled lighting enhances public safety, discourages crime, improves neighborhood walkability, and is encouraged by the City (Moore Lacofano Goltsman, Inc. 2006). Lighting shields would be incorporated in accordance with the 2030 General Plan Policy 6.1.14 (Compatibility with Adjoining Uses) to direct lighting downward to minimize and reduce the potential impacts on drivers and adjacent residential uses. The impact would be **less than significant** and no mitigation measures are required.

Mitigation Measures

No mitigation is required.

Findings

The project would have no additional project-specific environmental effects relating to Aesthetics, Light and Glare.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
2. AIR QUALITY			
Would the proposed project:			
A) Result in construction emissions of nitrogen oxides (NOx) above 85 pounds per day?			X
B) Result in operational emissions of NOx or reactive organic gases (ROG) above 65 pounds per day?			X
C) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X
D) Result in particulate matter (PM10) concentrations equal to or greater than 5% 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?			X
E) Result in carbon monoxide (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 parts per million [ppm])?			X
F) Result in exposure of sensitive receptors to substantial pollutant concentrations?			X
G) Result in toxic air contaminant (TAC) exposures creating a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources?			X
H) Impede the City or state efforts to meet Assembly Bill (AB) 32 standards for the reduction of greenhouse gas (GHG) emissions?			X

Environmental and Regulatory Setting

The federal Clean Air Act establishes National Ambient Air Quality Standards (NAAQS) and delegates enforcement to the states, with direct oversight by the U.S. Environmental Protection Agency (EPA). In California, the California Air Resources Board (CARB) is the responsible agency for air quality regulation. The California Clean Air Act established California Ambient Air Quality Standards (CAAQS). These standards are more stringent than federal standards and include pollutants not listed in federal standards.

The project area is within the Sacramento Valley Air Basin (SVAB) and is under the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD). According to SMAQMD, Sacramento County is a federal severe nonattainment area and state nonattainment area for ozone, a state nonattainment area and federal moderate nonattainment area for PM₁₀, and a state and federal nonattainment area for PM_{2.5} (SMAQMD, 2014).

Furthermore, the City adopted the *City of Sacramento Climate Action Plan (CAP)* on February 14, 2012 to comply with AB 32 (City of Sacramento, 2012). AB 32 requires statewide GHG emissions be reduced to 1990 levels by the year 2020. The CAP identifies how the City and the broader community could reduce Sacramento's GHG emissions and includes reduction targets, strategies, and specific actions.

Standards of Significance

For purposes of this Initial Study, air quality impacts may be considered significant if the proposed project would result in one or more of the following:

- Construction emissions of NO_x above 85 pounds per day;
- Operational emissions of NO_x or ROG above 65 pounds per day;
- Violation of any air quality standard or contribute substantially to an existing or projected air quality violation;
- PM₁₀ 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. However, if project emissions of NO_x and ROG are below the emission thresholds given above, then the project would not result in violations of the PM₁₀ ambient air quality standards;
- 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); or
- Exposure of sensitive receptors to substantial pollutant concentrations.

Ambient air quality standards have not been established for TACs. TAC exposure is deemed to be significant if:

- 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.

Summary of Analysis under the 2030 General Plan Master EIR

The Master EIR addressed the potential effects of the 2030 General Plan on ambient air quality and the potential for exposure of people, especially sensitive receptors such as children or the elderly, to unhealthy pollutant concentrations (see Master EIR, Chapter 6.1).

2030 General Plan Environmental Resources policies were identified as mitigating potential effects of development that could occur under the 2030 General Plan. For example, Policy ER 6.1.1 calls for the City to work with the California Air Resources Board (CARB) and SMAQMD to meet state and federal air quality standards; Policy ER 6.1.12 requires the City to review proposed development projects to ensure that the projects incorporate feasible measures that reduce construction and operational emissions; Policy ER 6.1.11 calls for coordination of City efforts with SMAQMD; and Policy ER 6.1.15 requires the City to give preference to contractors using reduced-emission equipment.

The Master EIR identified exposure to sources of TACs as a potential effect. Policies in the 2030 General Plan would reduce the effect to a less-than-significant level. The policies include ER 6.1.5, requiring consideration of current guidance provided by CARB and SMAQMD; requiring development adjacent to stationary or mobile TAC sources to be designed with consideration of such exposure in design, landscaping and filters; as well as Policies ER 6.11.1 and ER 6.11.15, referenced above.

Mitigation Measures from 2030 General Plan Master EIR that apply to the Project

None.

Answers to Checklist Questions

Question A

The project is located in an area in nonattainment for 1-hour ozone for state standards, nonattainment for 8-hour ozone for both federal and state standards, and nonattainment for PM2.5 for federal standards and state standards.

The proposed project would have short-term impacts resulting from the following construction-related sources: 1) construction and demolition equipment emissions; 2) dust from building operations; and 3) emissions from construction vehicles.

Implementation of the proposed project would contribute to increases of various air pollutants during construction activities, including criteria pollutants: CO, ozone precursors NO_x and ROG, PM10, and PM2.5. Typical emission sources during construction include such sources as equipment exhaust, wind erosion, earthmoving activities, and vehicle exhaust.

During construction of the project, various types of equipment and vehicles would temporarily operate at the project site. Construction exhaust emissions would be generated from construction equipment, vegetation clearing and earth movement activities, construction workers' commute trips, and construction material hauling for the entire construction period. These activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants. Project construction activities also represent sources of vehicle re-entrained fugitive dust (which includes PM10), a potential concern because the proposed project is in a nonattainment area for ozone and PM10. Depending on the weather, soil conditions and amount of construction activity taking place at any one time, fugitive dust emissions could significantly affect existing land uses near the project site. However, increases in emissions of fugitive dust from the project's construction activities would not be expected to exceed the SMAQMD's threshold of significance for PM10, as the project disturbance area is approximately 2.07 acres (under the 15-acre SMAQMD condition), and the project would implement Basic Construction Emission Control Practices (BCECPs). Furthermore, the use of

construction equipment and employee commute vehicles would be temporary and limited to the time required for constructing the project (approximately 9 months – considered a conservative estimate).

The construction-related NO_x emissions screening criteria are based on air quality modeling completed by SMAQMD. SMAQMD utilized the CARB-approved Urban Land Use Emissions Model (URBEMIS) to establish screening thresholds for projects whose construction emissions would not be expected to exceed the SMAQMD's threshold of significance for NO_x. Because the proposed project is a small-scale road improvement project, construction-related NO_x emissions are expected to be well below the established SMAQMD construction thresholds of significance. The project's construction activities would not be expected to exceed SMAQMD's threshold of significance (85 pounds/day) for NO_x emissions. According to the CEQA Guide for Air Quality Assessment, construction of projects below the NO_x screening threshold would be considered to have an insignificant impact on air quality, including ROG, PM₁₀, and PM_{2.5}. In addition, the proposed project would implement SMAQMD's BCECPs to further reduce air pollutant emissions during construction. Such practices include watering all surfaces two times daily, limiting vehicle speeds on unpaved roads to 15 mph, minimizing idling time of vehicles, and properly maintaining all construction equipment in proper condition to ensure fuel efficiency, among others. As a result, emissions associated with construction would not create a substantial permanent increase in the emissions of criteria pollutants that would violate any air quality standard. As such, a **less-than-significant** impact would occur and construction emissions of NO_x would not result in more than 85 pounds per day. No mitigation is required.

Questions B, C, D and E

Because the proposed project would not increase the capacity of the roadway, no additional trips or delays are expected to result from the project. Therefore, the project is not anticipated to result in increased operational emissions. To ensure that the proposed project does not increase traffic congestion and increase air quality impacts, the following Best Management Practice (BMP) would be included to avoid construction related traffic congestion: Route and schedule construction traffic to avoid peak travel times as much as possible to reduce congestion and related air quality impacts caused by idling vehicles along local roads.

The proposed project would not affect long-term air pollutant emissions or stationary air pollutant sources in the project area. The proposed project would not increase the capacity of the roadway, nor are any additional trips or delays expected to result from the project. In addition, the project would make pedestrian and bicycle access safer in the project area; thereby increasing the use of alternative modes and potentially reducing vehicular traffic. Therefore, the proposed project would be expected to have a less-than-significant impact on air quality, including ROG, NO_x, PM₁₀, and PM_{2.5} emissions during operation. As the proposed project would not result in operational emissions, **no impact** is expected.

Questions F and G

Sensitive receptors are typically defined as facilities where sensitive receptor population groups (children, the elderly, the acutely ill, and the chronically ill) are likely to be located. Land uses or locations associated with sensitive receptor groups include: parks, sidewalks, transit stops, hospitals, rest homes, schools, playgrounds, and residences. The proposed project is in an urban area adjacent to Regional Transit light rail tracks and residential/commercial mixed-use developments. A childcare facility is located approximately 500 feet northwest of the project site.

During construction, various diesel-powered vehicles and equipment would be in use on the site. CARB identified particulate matter from diesel-fueled engines as a TAC. CARB completed a risk management process that identified potential cancer risks for a range of activities using diesel-fueled engines. High volume freeways, stationary diesel engines and facilities attracting heavy and constant diesel vehicle traffic were identified as having the highest associated risk (CARB 2000).

The proposed project does not involve long-term operation of any stationary diesel engine or other major on-site stationary source of TACs. No additional vehicle trips associated with the proposed roadway improvements would be expected to be composed of diesel-fueled vehicles. In addition, emissions of TACs resulting from construction-related equipment and vehicles would be minimal and temporary, affecting a given receptor for a maximum period of 9 months. The proposed project would not change the existing land uses, nor would it place any sensitive receptors in the project area.

Additionally, the City would ensure the construction contractor implement SMAQMD's BCECPs to reduce criteria pollutant emissions generated during construction.

Consequently, the proposed project would not be expected to expose any sensitive receptors to a significant increase in individual cancer risk from TACs, and a detailed, site-specific health risk assessment is not warranted. As such, a ***less-than-significant*** impact would occur related to exposing sensitive receptors to substantial pollutant concentrations. No mitigation is required.

Question H

As previously described above, the proposed project does not include the development of additional housing units, increase roadway capacity, or result in land uses that would generate additional sources of permanent or long-term greenhouse gas emissions. Furthermore, the City adopted the City of Sacramento CAP on February 14, 2012 to comply with AB 32. The CAP requires a Consistency Review Checklist for proposed new development projects which are subject to CEQA review. This check list is attached in **Appendix A**. Consequently, ***no impact*** is expected.

Mitigation Measures

None required.

Findings

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

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
3. BIOLOGICAL RESOURCES			
Would the proposed project:			
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?			X
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?		X	
C) Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands)?			X

Environmental Setting

The R Street Phase III 13th to 16th Streets Project *Natural Environment Study Minimal Impact* (PAR 2014b) was prepared for the proposed project as required by the California Department of Transportation guidelines for determining potential biological resource impacts.

Wildlife

The project area has been substantially urbanized for over a century and is considered a built-out, urban environment. There are no known occurrences of special-status species within or along the affected roadways of the project site or within the Central City planning area.

Existing land uses immediately adjacent to R Street in the project area consist mainly of mixed-use commercial, light industrial, parking lots, and vacant lots. Wildlife species potentially occurring in the project area are those tolerant of a high degree of urban disturbance. Typical species include western scrub jay, American crow, mourning dove, Brewer’s blackbird, and rock dove. The high level of disturbance associated with the land uses and the nature of the urban vegetation make the project site of overall low value to wildlife. However, the landscaping / street trees in the project area could potentially support nesting birds (PAR 2014b).

Vegetation

Street trees line most major streets in the Central City to provide a shade canopy and also habitat for bird and animal species tolerant of an urban environment. The project area is mostly paved, and vegetation within the area is limited to urban vegetation, which includes lawn areas, shrubs, and over 30 street trees located on both sides of the corridor (PAR 2014b).

Existing street trees in the project area include English Elm trees, Chinese Juniper trees, London Plane trees, Tupelo trees, European Hornbeam, Chinese elm trees, and Yew pine. In

addition, scattered vegetation is present in the project area. No native trees or shrubs occur in the project area.

Standards of Significance

For purposes of this environmental document, an impact would be significant if any of the following conditions or potential thereof, would result with implementation of the proposed project:

- Creation of 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;
- 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; or
- Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands).

For the purposes of this document, “special-status” has been defined to include those species, which are:

- Listed as endangered or threatened under the federal Endangered Species Act (or formally proposed for, or candidates for, listing);
- Listed as endangered or threatened under the California Endangered Species Act (or proposed for listing);
- Designated as endangered or rare, pursuant to California Fish and Game Code (Section 1901);
- Designated as fully protected, pursuant to California Fish and Game Code (Section 3511, 4700, or 5050);
- Designated as species of concern by U.S. Fish and Wildlife Service (USFWS), or as species of special concern to CDFW; or
- Plants or animals that meet the definition of rare or endangered under CEQA.

Summary of Analysis under the 2030 General Plan Master EIR

Chapter 6.3 of the Master EIR evaluated the effects of the 2030 General Plan on biological resources within the 2030 General Plan policy area. The Master EIR identified potential impacts in terms of degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status birds, through the loss of both nesting and foraging habitat.

Policies in the 2030 General Plan were identified as mitigating the effects of development that could occur under the provisions of the 2030 General Plan. Policy ER 2.1.5 calls for the City to preserve the ecological integrity of creek corridors and other riparian resources; Policy ER 2.1.10 requires the City to consider the potential impact on sensitive plants for each project and to require pre-construction surveys when appropriate; and Policy ER 2.1.11 requires the City to coordinate its actions with those of CDFW, USFWS, and other agencies, as appropriate for the protection of biological resources.

Mitigation Measures from 2030 General Plan Master EIR that apply to the Project

None.

Answers to Checklist Questions

Questions A and B

The land use within the R Street corridor and adjacent to the proposed project includes office, commercial, mixed-use buildings, and a parking structure. No candidate, sensitive, or special-status species were identified within or along the affected roadways of the project area.

Wildlife migration corridors are generally defined as connections between habitat patches that allow for physical and genetic exchange between otherwise isolated animal populations. The developed nature of the project area and presence of vehicular traffic on project area roadways generally limits the migration of wildlife. No native resident or migratory fish or wildlife species are known to utilize the project area except for deer mice (*Peromyscus maniculatus*), eastern gray squirrels (*Sciurus carolinensis*), and opossum (*Didelphis virginiana*), which are abundant in the City and many other urban environments. The proposed project would not substantially degrade or otherwise interfere with the structure or function of the natural environment within the project area, though some temporary disruption of wildlife movement would occur during the construction period. After construction, disturbed areas would be revegetated and returned to as close to pre-existing conditions as feasible. Planting trees that provide similar tree components (i.e., size, age, and canopy coverage) would be completed to minimize any potential biological impact resulting from removal of existing trees during construction of the project.

The proposed project has the potential to affect nesting migratory birds due to the proposed removal of up to 33 existing street trees as well as the other construction activities that would occur near trees in the project vicinity (PAR 2014b). However, implementation of **Mitigation Measure BIO-1** would reduce this impact on nesting migratory birds to a **less-than-significant** level.

Question C

Street trees of the City are protected by Title 12, Chapter 12.56 of the City Code. According to the City Code, the removal of a tree is allowed if the tree is diseased, dying, dead; hazardous; or obstructs a permitted improvement such that it will be killed or become structurally unsound when the improvement is implemented. The City's Urban Forestry staff recommends removing the existing trees on the north side of R Street between 13th and 16th streets and on the south side of R Street between 13th and 14th streets, as they meet one or more of the conditions described in the City Code (**Appendix B**). At the time of construction, trees that provide similar tree components will be replanted under improved planting conditions at these locations. This replantation is compatible with the City's guidelines.

The proposed project is a roadway improvement project located in an urbanized area. No potential jurisdictional wetlands or other waters of the United States were delineated within the project site.

There are no water bodies or features, such as rivers, creeks, or natural ditches on the project site or in the immediate vicinity. The closest body of water is the Sacramento River approximately 1.3 miles to the west. No riparian habitat or other sensitive natural community areas are located within or along the affected roadways of the project area. The proposed

project would not disturb any sensitive natural community. Consequently, this impact would be ***less-than-significant***. No mitigation is required.

Mitigation Measures

Mitigation Measure BIO-1: The removal of trees will be conducted to avoid the migratory bird nesting season (February 15–September 1). In addition, to ensure there are no effects on nesting birds, a qualified biologist will conduct preconstruction tree surveys of the trees to be removed, and within 500 feet of the project construction area. Survey work will be done no more than 2 days prior to initiation of tree removal to minimize potential that nests are initiated after the survey and prior to removal. If any occupied nests are detected the tree will be flagged, a minimum buffer of 100 feet between the nest and construction zone will be established, and that area will be avoided until the qualified biologist has determined the nest is no longer occupied/active. Once the biologist has determined that young have fledged and the nest is no longer active, the flagged tree can be removed.

The preconstruction tree surveys will include evaluation of other trees in the construction zone and within 500 feet of the construction zone to determine if nests are in nearby trees that would not be removed. If nesting migratory birds are discovered in the construction area, then construction in the immediate vicinity of those trees should be delayed to avoid the nesting season (February 15–September 1). If construction activities cannot avoid the nesting season, then any trees with nests should be flagged, a minimum 100-foot buffer established between the nest and construction zone, and avoidance of the area until a qualified biologist has determined the young have fledged and the nest is no longer occupied. Once the nest is no longer active, construction in the immediate vicinity of that tree can be resumed.

If no active nests are identified during the preconstruction survey, no further mitigation is necessary. If construction activities would occur only during non-breeding season (September–January), then no preconstruction survey or other study would be needed.

Findings

All project-specific environmental effects on Biological Resources would be mitigated to a less-than-significant level.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
4. CULTURAL RESOURCES			
Would the proposed project:			
A) Cause a substantial adverse change in the significance of a historical or archaeological resource as defined in § 15064.5?		X	
B) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X	

Environmental Setting

The surface and sub-surface environment Central City area has been greatly altered by human modification and flooding over the past 150 years. Prior to European settlement, the Sacramento Valley and the Sacramento and the American River corridors were home of many Native American tribes primarily the Nisenan, Miwok and Maidu. Major expansion of the population started in 1849 due to Gold Rush, and a new levee system was constructed in 1853. R Street was the southern boundary on which a levee was built to protect from inundation from marshlands and bogs to the south. Railroad developments along R Street also started in the 1850s, and became well established during the 1860s. By mid-1880s, development had spread east of 15th Street, and the R Street Levee was removed between 1888 and 1890, as the City kept expanding southward and a new levee as built on Y Street (Now Broadway).

It is estimated that R Street served as an elevated levee and railroad corridor until the early 1900s. As the levee was removed, the railroad tracks were replaced and upgraded to serve new development in the area. Thus, the City began to populate R Street in earnest in the early 1900s and R Street became a street corridor. Most buildings used R Street for delivery docks and access to the railroad tracks and as such many of the early buildings were warehouses for receipt and transfer of major goods.

Development of office buildings for the State started in the 1940s. By the 1970s, the R Street railroad tracks were no longer in service, and the street predominantly provided vehicle and truck access to the area. As Sacramento began to substantially intensify and support high rise development in the Central City, several high rise projects were proposed on R Street during the late 1980s and early 1990s. The City’s R Street Corridor Plan, which designated the corridor for mixed uses and new residential, was adopted in 2006. In particular, the R Street Corridor Plan included new policies including Goal 6, Policy 6.1 which is to: “Encourage the economic viability of preserving historic structures.”

The section of R Street between 13th and 16th streets is not located within any City of Sacramento Historic Districts (PAR 2014a). The Perfection Bread facility and Wonder Bread buildings (now combined in one structure that stretches between 14th and 15th streets on the north side of R Street) are each currently listed as Landmark Structures by the City and therefore are considered historical resources for the purpose of CEQA (PAR 2014a). Other

properties at the project site were considered as potential contributors to the R Street Corridor District. Modern construction between 13th and 16th streets, however, has irreversibly altered the industrial feel and connection of the two-block project site with the remainder of the historic R Street Corridor. These major changes in integrity of setting, design, feel, and association have resulted in loss of cohesiveness and continuity required for a district. In addition, the segment of Southern Pacific Railroad mainline within the project area was determined not individually eligible for inclusion in CEQA (PAR 2014a).

Standards of Significance

For purposes of this Initial Study, cultural resource impacts may be considered significant if the proposed project would result in one or more of the following:

- Cause a substantial change in the significance of a historical or archaeological resource as defined in State CEQA Guidelines Section 15064.5; or
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Summary of Analysis under the 2030 General Plan Master EIR

The Master EIR evaluated the potential effects of development under the 2030 General Plan on prehistoric and historical resources (see Chapter 6.4). The Master EIR identified significant and unavoidable effects on historical resources and archaeological resources resulting from planned development under the general plan.

2030 General Plan policies identified as reducing such significant and unavoidable effects call for identification of resources on project sites (Policy HCR 2.1.1), implementation of applicable laws and regulations (Policy HCR 2.1.2), early consultation with owners and land developers to minimize effects (Policy HCR 2.1.10 and encouragement of adaptive reuse of historic resources (Policy HCR 2.1.13). Demolition of historic resources is deemed a last resort (Policy HCR 1.1.14).

Mitigation Measures from 2030 General Plan Master EIR that apply to the Project

None.

Answers to Checklist Questions

Question A

The proposed project would not cause a significant impact on the eligibility of a historical resource. Historical elements such as railroad track segments and other properties located on R Street between 13th and 16th streets do not meet California Register of Historical Resources (CRHR) criteria and are not considered historical resources for the purposes of CEQA due to loss of integrity, but would be maintained to the extent possible throughout the proposed improvement project. Construction of the proposed project would occur completely within the City's existing right-of-way. In addition, the following construction methods would be applied to protect the structure during construction.

Removal of Existing Facilities. The existing concrete and asphalt concrete pavement would be saw-cut three (3) feet from the existing building faces on the north side of R Street between 14th and 15th streets. In order to break the concrete or asphalt, a backhoe with a jackhammer

attachment or loader would be used if the work is being done more than three (3) feet away from the buildings. The equipment would be located a safe distance from the buildings so any arms or attachments cannot reach the structures.

A handheld hydraulic jackhammer would be used to break existing concrete into pieces within three (3) feet of the building faces on the north side of R Street on the 14th to 15th streets block. The broken concrete would then be removed by hand. The building face would be protected by a minimum one (1)-inch-thick foam board, which is generally used for insulation.

Preparation for New Improvements. Small ride-on machinery would be used to compact the ground within five (5) feet of the building faces. Insulation foam board would be placed to protect the “Perfection Bread Building” front for any work that would be performed within five (5) feet from the building. A vibrator plat tamper would be used to compact the material that is within five (5) feet of the building face. The building face would be protected by the minimally one (1)-inch-thick insulation foam board.

Construction of New Improvements. A new concrete walkway would be constructed against the “Perfection Bread Building” on the north side of R Street between 14th and 15th streets. The concrete walkway in this location would be separated from the existing structures by a 0.5-inch-thick fiber expansion joint. The concrete would be poured from a concrete truck and would be finished using hand tools. In all locations, existing buildings would be protected with plastic sheeting to prevent concrete from splattering onto the existing structures.

The maximum vertical depth of impact would be approximately ten (10) feet for utility relocation. Other earth disturbing activities include installing nine (9)-foot by seven (7)-foot tree wells to a depth of three (3) feet and grading activities during construction of the project components. Although considered unlikely because the project area is highly developed, subsurface construction activities associated with the proposed project could potentially damage or destroy previously undiscovered historic resources. This would be a significant impact. **Mitigation Measure CUL-1** requires implementation of standard inadvertent discovery procedures (during grading or ground disturbance) to reduce potential impacts on previously undiscovered subsurface historical resources.

No prehistoric or historic-era archaeological resources have been previously recorded within the project site, nor were any encountered during the archaeology field survey completed on August 1, 2013. The entire project site has been developed and is paved. Although the survey did not indicate the presence of any subsurface archaeological resources, there remains the possibility of causing a substantial adverse change in the significance of previously undiscovered subsurface archaeological resources, which could result from subsurface construction activities such as trenching and grading associated with the proposed project. Accordingly, this is a potentially significant impact.

Considering the developmental history of this highly urbanized project area, there is little chance that human remains would be encountered during project-related earthmoving. However, in the event human remains are found, it would be a significant impact. **Mitigation Measure CUL-2** would require that all work within the area be stopped and the Sacramento County Coroner notified immediately. Work would only resume after the investigation and in accordance with any requirements and procedures imposed by the Sacramento County Coroner. In the event that the bone most likely represents a Native American interment, the Native American Heritage Commission (NAHC) would be notified so that the most likely descendants can be identified and appropriate treatment can be implemented. Implementation of this mitigation measure would

reduce the potential impact to less than significant. With the implementation of this mitigation measure, potential impacts would be reduced to a **less-than-significant** level.

Question B

Paleontological resources are the fossilized evidence of past life found in the geologic record. A search of the University of California Museum of Paleontology (UCMP) collections database identified two locations in the City, and the closest occurrence is located approximately 2.5 miles south of the project site. Based on the database search, no paleontological resources have been identified in the project area. No known paleontological resources or unique geologic features exist within the project site. However, there remains the possibility for previously unknown, buried paleontological resources or unique geological sites to be uncovered during subsurface construction activities. Such resources may include but are not limited to fossils from mammoths, saber-toothed cats, camels, rodents, reptiles, and birds. Therefore, this would be a potentially significant impact. **Mitigation Measure CUL-3** requires standard inadvertent discovery procedures to be implemented to reduce this impact to a **less-than-significant** level. If such a resource should be encountered during construction, work would stop until the resource can be evaluated and a determination made of its significance and need for recovery, avoidance, and/or mitigation.

Mitigation Measures

Mitigation Measure CUL-1: If a potentially significant historical or archaeological resource is encountered during subsurface construction activities (i.e., trenching, grading), all construction activities within a 100-foot radius of the identified potential resource shall cease until a qualified archaeologist evaluates the item for its significance and records the item on the appropriate State Department of Parks and Recreation (DPR) forms. The archaeologist shall determine whether the item requires further study. If, after the qualified archaeologist conducts appropriate technical analyses, the item is determined to be significant under CEQA, the archaeologist shall recommend feasible mitigation measures, which may include avoidance, preservation in place or other appropriate measures, as outlined in Public Resources Code Section 21083.2. Upon the City's approval of the recommended mitigation measures, the project developer shall implement said measures. The City shall fund the costs of the qualified archaeologist and required analysis, and shall include this mitigation measure in every construction contract to inform contractors of this requirement.

Mitigation Measure CUL-2: If human skeletal remains are uncovered during project construction, work must immediately halt and the Sacramento County Coroner must be contacted to evaluate the remains; the procedures and protocols set forth in Section 15064.5 (e)(1) of the State CEQA Guidelines must be followed. If the County Coroner determines that the remains are Native American, the project proponent will contact the NAHC, in accordance with Health and Safety Code Section 7050.5, subdivision (c), and Public Resources Code 5097.98 (as amended by AB 2641). Per Public Resources Code 5097.98, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the landowner has discussed and conferred, as prescribed in this section (Public Resource Code 5097.98), with the most likely descendants regarding their recommendations, if applicable, taking into account the possibility of multiple human remains.

Mitigation Measure CUL-3: In the event a fossil or fossil formations are discovered during any subsurface construction activities for the proposed project (i.e., trenching, grading), all

excavations within 100 feet of the find shall be temporarily halted until the find is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The paleontologist shall notify the appropriate representative at the City, who shall coordinate with the paleontologist as to any necessary investigation of the find. If the find is determined to be significant under CEQA, the City shall require, based on the recommended mitigation measures of the paleontologist, the County to implement those measures, which may include avoidance, preservation in place, or other appropriate measures, as outlined in Public Resources Code section 21083.2. The City shall fund the costs of the qualified paleontologist and any required analysis.

Findings

All project-specific environmental effects on Cultural Resources would be mitigated to a less-than-significant level.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>5. GEOLOGY AND SOILS Would the proposed project:</p> <p>A) Would the project 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?</p>			X

Environmental Setting

The project site is within the Sacramento Valley, which is part of the larger Great Central Valley. The Great Central Valley is a deep trough that extends 400 miles from the Klamath Mountains in the north to the Tehachapi Mountains in the south. The Sacramento Valley is drained by the American and Sacramento Rivers and their tributaries, which flow south and west toward San Francisco Bay. The project site does not contain any unique geologic or physical features.

The Central City is located on graded land on the natural floodplain of the American River. Prior to the construction of the levees, the area was an active floodplain and freshwater sediments were deposited with each major flood. These natural floodplain deposits underlie all of the downtown area and soils in the project area primarily consist of Holocene Floodplain (PDG, 2006).

Soils in the project area are Sailboat-Scribner-Cosumnes, characterized by very deep, somewhat poorly and poorly-drained soils that have a seasonal high water table and are protected by levees (Sacramento County, 2011:T-2, T-5).

The Master EIR identifies all of the City as being subject to potential damage from earthquake groundshaking at a maximum intensity of VIII on the Modified Mercalli scale (measure of effects caused by an earthquake) (City of Sacramento 2008:Table 6.5-6). The closest potentially active faults to the project area include the Foothills Fault System, approximately 23 miles from Sacramento; the Great Valley fault, approximately 26 miles from Sacramento; Concord-Green Valley Fault, approximately 38 miles from Sacramento; and the Hunting Creek-Berryessa Fault, approximately 38 miles from Sacramento. The Foothills Fault System is considered capable of generating an earthquake with a Richter-Scale (measure of the amount of energy released from an earthquake) magnitude of 6.5; the Great Valley Fault is capable of generating an earthquake with a magnitude of 6.8; the Concord-Green Valley fault is capable of generating an earthquake with a magnitude 6.9; and the Hunting Creek-Berryessa Fault could generate a 6.9 magnitude earthquake. A major earthquake on any of these faults could cause strong groundshaking in the project area.

Standards of Significance

For the purposes of this Initial Study, an impact is considered significant if it allows 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 2030 General Plan Master EIR

Chapter 6.5 of the Master EIR evaluated the potential effects related to seismic hazards, underlying soil characteristics, slope stability, erosion, existing mineral resources and paleontological resources in the 2030 General Plan policy area. Implementation of identified policies in the 2030 General Plan would reduce all effects to a less-than-significant level. Policies EC 1.1.1 through 1.1.3 require regular review of the City's seismic and geologic safety standards, geotechnical investigations for project sites, and retrofit of critical facilities such as hospitals and schools.

Mitigation Measures from 2030 General Plan Master EIR that apply to the Project

None.

Answers to Checklist Question

Question A

The City's topography is relatively flat, is not within an Alquist-Priolo Earthquake Fault Zone, and is not in the immediate vicinity of an active fault; however, the 2030 General Plan indicates that groundshaking would occur periodically in Sacramento as a result of distant earthquakes. The *Sacramento General Plan Update Draft Environmental Impact Report* (Sacramento County, 2011) identifies all of the City as being subject to potential damage from earthquake groundshaking at a maximum intensity of VIII of the Modified Mercalli scale (Sacramento County, 2011:T-16). An earthquake of intensity VIII could cause alarm; structural damage would be moderate depending on structural design.

Surface faulting or ground rupture tends to occur along lines of previous faulting. The project site is not within or near an Alquist-Priolo Earthquake Fault Zone. The nearest fault is the Foothill Fault System, approximately 24 miles northeast of the project area. Because previously identified fault lines are not within or near the project area, the possibility of fault rupture is negligible within the site; however, in the event of an earthquake on a nearby fault, the project site could experience ground shaking. The California Geological Survey (CGS) probabilistic seismic hazards maps shows that the seismic ground-shaking hazard for the city is relatively low, and is among the lowest in the state (State of California 2014).

Liquefaction is a process by which water-saturated materials (including soils, sediment, and certain types of volcanic deposits) lose strength and may fail during strong ground shaking. Liquefaction occurs most frequently where unconsolidated sediments and a high water table coincide. Soils that are highly susceptible to liquefaction are medium- to fine-grained, loose, granular and saturated at depths of less than 50 feet below the ground surface. The soils in the project area are Sailboat-Scribner-Cosumnes, characterized by very deep, somewhat poorly and poorly-drained soils that have a seasonal high water table and are protected by levees (Sacramento County, 2011:T-2, T-5). The probability of soil liquefaction actually taking place on

the project site is considered to be a low to moderate hazard as the soils on the project site consist of a silt loam on the surface layer and do not include sandy soils.

Landslides include many phenomena that involve the downslope displacement and movement of material, triggered by either static (i.e., gravity) or dynamic (i.e., earthquake) forces. Steep, unstable slopes in weak soil or bedrock units typically characterize areas susceptible to Landslides. The project site does not have a noticeable slope, therefore it would be unlikely to be affected by any potential landslide activities due to strong seismic ground shaking. The project site does not have loose sandy soil or a shallow water table. The project site does not contain soils that would be susceptible to lateral spreading, liquefaction, or collapse. In addition, the project area does not have a noticeable slope; therefore the potential for landslides along the project corridor is low.

Expansive soils are those possessing clay particles that react to moisture changes by shrinking (when dry) or swelling (when wet). The extent of shrinking and swelling is influenced by the environment, including the extent of wet or dry cycles, and by the amount of clay in the soil. This physical change in the soils can react unfavorably with building foundations, concrete walkways, swimming pools, roadways, and masonry walls. The soils in the project area are Sailboat-Scribner-Cosumnes, characterized by very deep, somewhat poorly and poorly-drained soils that have a seasonal high water table and are protected by levees against flood events. (City of Sacramento 2009). These soil types are not susceptible to shrinking and swelling

Given the project site's geologic nature, the proposed project is not considered to result in the exposure of the people to geologic or seismic hazards. Impacts associated with above geologic conditions would be *less than significant*. No mitigation is required.

Mitigation Measures

None required.

Findings

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

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
6. HAZARDS Would the proposed project:			
A) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities?		X	
B) Expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials?			X
C) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities?			X

Environmental Setting

The R Street Phase III 13th to 16th Streets Project *Initial Site Assessment (ISA)* (PAR 2014c) was prepared as required by the California Department of Transportation guidelines for determining potential hazardous impacts

The project area includes a mixture of public roads with associated right-of-way, office buildings, commercial and mixed-use development, industrial warehouses, and a parking structure. The ISA evaluates whether potential sources or indications of hazardous substances contamination are present in the areas of right-of-way and construction for the proposed project. This investigation included a field inspection of the project area and a review of federal and state regulatory agency listings of recorded incidents of hazardous material contamination.

No mapped sites were found in the search of available (“reasonably ascertainable”) government records on the proposed project area; however the following environmental concerns were identified by the ISA:

- **Historic Railroad Tracks.** Historic use of the existing railroad tracks within the project corridor is a potential source of shallow soil contamination. Contamination typically associated with railroad corridors include oil/grease, locomotive fuel (total petroleum hydrocarbon (TPH) as diesel), fossil fuel combustion products (PAHs), wood treating chemicals such as creosote and herbicides, slag ballast used to set the ties (heavy metals such as lead) and others.
- **Import Fill.** There may be elevated levels of contamination associated with near surface soils in the property immediately east of the proposed project within the R Street Market corridor, 16th to 18th Street. The essence of EPA’s 2007 testing suggest that contamination such as metals could exist in fill overlaying alluvial sediments that extend

to the maximum depth of the majority of the 4-foot deep borings. The fill consisted of a mixture of sandy gravel, silty sand, and clay containing various amounts of metal, wood, and organic materials. Similar soil conditions may exist within the present section of R Street between 13th and 16th Street.

- **Historic Sites.** With the exception of the historic railroad tracks and potential of import fill, the project corridor has documented hazardous waste site use (i.e., storage) and cleanup. On the basis of the field reconnaissance and documented records, it appears none of these uses remain today. The former uses include evidence of underground storage tank (USR) removal and related contaminated underground water. For example, the building now occupied by the Department of Fish and Game office (1807 13th Street), had a UST removed in 1997 and the case was closed in 2011. Additionally, two UST's were removed from the former Borden Dairy (1325 S Street [case closed in 2011]). Similarly, the Sacramento Blueprint building (1421 R Street) had a UST removed (case closed in 1997). The Palm Iron Works formerly located at 1515 R Street and the CA Economic Development Department (1808 R Street) represented areas associated with contaminated groundwater (remediated by DTSC). All of these former listed businesses and/or state office buildings are no longer present and can be considered cleaned-up sites.

Standards of Significance

For the purposes of this Initial Study, an impact is considered significant if the proposed project would:

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

Summary of Analysis under the 2030 General Plan Master EIR

The Master EIR Chapter 6.6 evaluated effects of development on hazardous materials, emergency response and aircraft crash hazards. Implementation of the 2030 General Plan may result in the exposure of people to hazards and hazardous materials during construction activities, and exposure of people to hazards and hazardous materials during the life of the 2030 General Plan. Impacts identified related to construction activities and operations were found to be less than significant. Policies included in the 2030 General Plan, including PHS 3.1.1 (investigation of sites for contamination) and PHS 3.1.2 (preparation of hazardous materials actions plans when appropriate) were determined to be effective in reducing the level of significance of the identified impacts.

Mitigation Measures from 2030 General Plan Master EIR that apply to the Project

None.

Answers to Checklist Questions

Question A

Construction of the proposed project would potentially require the use of various types and quantities of hazardous materials. Hazardous materials that are typically used during construction include hydraulic oil, diesel fuel, grease, lubricants, solvents, and adhesives. Although equipment used during construction activities could contain various hazardous materials, these materials would be used in accordance with the manufacturers specifications and all applicable regulations.

Additionally, the ISA was prepared to identify recognized environmental conditions (REC) and potential RECs within and adjacent to the proposed improvements in the project area (PAR 2014c). The ISA identified two groups of potential contamination associated with the historic railroad tracks and import fill material. Contamination typically associated with the railroad corridors include oil/grease, locomotive fuel (total petroleum hydrocarbon [TPH] as diesel), fossil fuel combustion products (polycyclic aromatic hydrocarbons [PAHs]), wood-treating chemicals such as creosote and herbicides, slag ballast used to set the ties (heavy metals such as lead) and others. Imported fill material could have elevated levels of contaminants such as metals. As such, implementation of **Mitigation Measures HAZ-1 and HAZ-2** would be required to ensure there would not be significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment and reduce the impact associated with the use and potential accidental release of hazardous materials during construction to a *less-than-significant* level.

Question B

Review of information available through the CGS indicated that nearest ultramafic rock formation which may be associated with naturally occurring asbestos is over 20 miles northeast of the project area, along the eastern banks of Folsom Lake (State of California 2014). Consequently, **no impact** would result.

Question C

Historical depth to groundwater beneath the site is from 13 to 25 feet below ground surface (bgs). The shallow aquifer generally consists of a 5 to 10 foot thick layer of silty sand overlain by approximately 30 to 35 feet of silty clay/clayey silt. This silty clay/clayey silt acts as an aquatard, confining the water to the shallow aquifer (Blackburn Consulting 2009).

The maximum vertical depth of construction activities would be approximately 10 feet for the installation of control boxes. Other earth-disturbing activities include installing nine (9)-foot by seven (7)-foot tree wells to a depth of three (3) feet and grading activities during construction of the streetscape. Consequently, potential contaminated groundwater would not be encountered during construction, and **no impact** would result.

Mitigation Measures

Mitigation Measure HAZ-1:

- Determination of whether lead concentrations exceed the California Total Threshold Limit Concentration (TTLC) for lead (if results are positive, then the

City would enter into a Voluntary Cleanup Agreement [VCA] with the Department of Toxic Substance Control [DTSC]) as appropriate. If contaminated soils are detected they will be transported by truck to a designated nearby disposal site.

- Preparation of a soil management plan and health and safety plan to minimize the lead exposure risks to construction workers and end-users.
- Contaminated soils identified and excavated would require special handling and disposal procedures.
- Any construction activities that would encounter groundwater may require DTSC regulatory oversight including specific treatment and disposal conditions.

Mitigation Measure HAZ-2:

- Conduct a Hazardous Waste Phase II investigation that includes, but may not be limited to, testing soil for TPH, PAH and VOCs. Soil samples exceeding the California hazardous waste criteria of 1,000 milligrams/kilogram (mg/kg) for total lead; the Regional Water Quality Control Board (RWQCB) Effective System Performance (ESP) commercial benchmark for TPH; and EPA Region IX Preliminary Remediation Goals residential benchmark of 150 ppm for TPH shall be documented. Contaminated soils identified and excavated would require special handling and disposal procedures, as well as coordination with DTSC.

Findings

All project-specific environmental effects on Hazards would be mitigated to a less-than-significant level.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
7. HYDROLOGY AND WATER QUALITY			
Would the proposed project:			
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?			X
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?			X

Environmental Setting

Surface/Groundwater

The Sacramento area has three main rivers (Sacramento, American and Cosumnes) that drain much of Sacramento and recharge the aquifer system. The American River is to the immediate north of the Central City and is one of the largest sources of surface water in the City (PDG 2006). The Sacramento River is immediately west of the Central City and is another source of surface water. The Cosumnes River is south of the City and does not provide a water source for the City.

The aquifer system underlying the City is part of the larger Central Valley groundwater basin. Groundwater levels in the Sacramento area have been declining since 1940. Groundwater is depleted by pumped extractions of groundwater for municipal, industrial, and agricultural purposes. The pattern of pumping has continued over the years, and the current rate of decline is approximately 1.5 feet per year (PDG, 2006). Historical depth to groundwater beneath the project area is between 15 and 25 feet below ground surface (Blackburn Consulting, 2006).

Water Quality

The City’s municipal water is received from the American and Sacramento Rivers. The water quality of the American River is considered good. The Sacramento River has high sediment loads and extensive irrigated agriculture upstream of the City, which tends to degrade the water quality. During the spring, fall, and winter, water runoff flows over agricultural lands and into the Sacramento River, introducing large amounts of herbicides and pesticides (PDG 2006).

The Central Valley RWQCB has primary responsibility for protecting the quality of surface and groundwaters within the City. The RWQCB’s efforts are generally focused on preventing either the introduction of new pollutants or an increase in the discharge of existing pollutants into bodies of water that fall under its jurisdiction.

Flooding

The Federal Emergency Management Agency (FEMA) publishes Flood Insurance Rate Maps (FIRMs) that delineate flood hazard zones for communities. Sections of the Central City of Sacramento are located in 100-year flood areas. FEMA has revised the effective FIRM and Flood Insurance Study for the City. The proposed project area falls within Zone X and within the 500-year floodplain with some risk of 100-year flooding at less than 1 foot in depth (PDG 2006).

Standards of Significance

For purposes of this Initial Study, hydrology and water quality impacts may be considered significant if the proposed project would result in one or more of the following:

- Substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board (SWRCB), due to increased sediments and other contaminants generated by construction and/or operational activities; or
- Substantially increases 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 2030 General Plan Master EIR

Chapter 6.7 of the Master EIR evaluates the potential effects of the 2030 General Plan as they relate to surface water, groundwater, flooding, stormwater, and water quality. Potential effects include water quality degradation due to construction activities (Impacts 6.7-1, 6.7-2), and exposure of people to flood risks (Impacts 6.7-3, 6.7-4). Policies included in the 2030 General Plan, including a directive for regional cooperation (Policies ER 1.1.2, EC 2.1.1, EC 2.1.1), comprehensive flood management (Policy EC 2.1.14), and construction of adequate drainage facilities with new development (Policy U 4.1.1) were identified that reduced all identified impacts to a less-than-significant level.

Mitigation Measures from 2030 General Plan Master EIR that apply to the Project

None.

Answers to Checklist Questions

Question A

The proposed project corridor is in an urbanized area that contains stormwater drainage systems. The proposed project would not construct a significant amount of new impervious surfaces that would impede surface water drainage into the soil, and the improved drainage system proposed by the project would not affect groundwater recharge such that a net deficit would occur. Therefore, the water demand from the proposed project would not create a deficit in groundwater levels. In addition, the City Department of Utilities would review the proposed project to ensure that adequate water supply (coming from either surface or ground waters) would be available to serve the project, and would not create a deficit in groundwater levels.

Runoff related to construction would be discharged into the City's combined sewer system (CSS) which would drain into the Combined Wastewater Treatment Plant (CWTP). The City possesses a National Pollutant Discharge Elimination System (NPDES) permit from the SWRCB under the requirements of EPA and Section 402 of the Clean Water Act (PDG 2006).

The permit (No. CA 0077682) is a NPDES Self-Monitoring Permit that outlines performance standards for the effluent discharged into the Sacramento River. The current permit was adopted in August 2000. The proposed project falls under the City's NPDES permit.

The project would include the reconstruction of the existing R Street between 13th and 16th streets and associated streetscape and utility improvements in this area. This project would not violate any water quality standards or waste discharge requirements, and the impacts would be **less than significant**. No mitigation is required.

Questions B

Flooding and the threat of a flood emergency have historically been linked to the Sacramento area and the Central Valley. This project falls within the scope of the 2030 General Plan Master EIR and the findings adopted for the City's flood zone land use policy. According to the FIRMs published by FEMA, the project site falls within an area rated as Zone X and within the 500-year flood plain with some risk of 100-year flooding at less than 1 foot depth. The project proposes to make improvements on an existing roadway, which would not place housing within a 100-year flood hazard, expose people to significant risk, or impede flood flows. A **less-than-significant** impact would occur.

Mitigation Measures

None required.

Findings

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

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
8. NOISE Would the proposed project result in:			
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?			X
B) Result in residential interior noise levels of 45 dBA Ldn or greater caused by noise level increases due to the project?			X
C) Result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance?			X
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?			X
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?			X
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?			X

Environmental Setting

The following discussions present basic information related to noise and vibration, as well as the existing noise environment at the proposed project site.

Noise

Noise is described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second, called Hertz (Hz). Discussing sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel (dB) scale was devised. The decibel scale uses the

hearing threshold (20 micropascals of pressure), as a point of reference, defined as 0 dB. Other sound pressures are compared to the reference pressure and the logarithm is taken to keep the numbers in a practical range. The dB scale allows a million-fold increase in pressure to be expressed as 120 dB. To better relate overall sound levels and loudness to human perception, frequency-dependent weighting networks were developed. There is a strong correlation between the way humans perceive sound and A-weighted sound levels. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment for community exposures. All sound levels expressed as dB in this section are A-weighted sound levels, unless noted otherwise.

Community noise is commonly described in terms of the “ambient” noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}), over a given time period (usually 1 hour). The L_{eq} is the foundation of the composite noise descriptors, day-night average level (L_{dn}) and the community noise equivalent level (CNEL), and shows very good correlation with community response to noise for the average person. The median noise level descriptor, denoted L_{50} , represents the noise level which is exceeded 50 percent of the hour. In other words, half of the hour ambient conditions are higher than the L_{50} and the other half are lower than the L_{50} .

The L_{dn} is based on the average noise level over a 24-hour day, with a +10 dB weighting applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based on the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because L_{dn} represents a 24-hour average, L_{dn} tends to disguise short-term variations in the noise environment. Where short-term noise sources are an issue, noise impacts may be assessed in terms of maximum noise levels, hourly averages, or other statistical descriptors.

Another common descriptor is the CNEL. The CNEL is similar to the L_{dn} , except CNEL has an additional weighting factor. Both average noise energy over a 24-hour period. The CNEL applies a +5 dB weighting to events that occur between 7:00 p.m. and 10:00 p.m., in addition to the +10 dB weighting between 10:00 p.m. and 7:00 a.m. associated with L_{dn} . Typically, the CNEL and L_{dn} result in similar results for the same noise events, with the CNEL sometimes resulting in reporting a 1 dB increase compared to the L_{dn} to account for noise events between 7 and 10 p.m. that have the additional weighting factor.

Vibration

Vibration is like noise in that vibration involves a source, a transmission path, and a receiver. While vibration is related to noise, vibration differs in that noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person’s perception to the vibration will depend on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating. Vibration can be measured in terms of acceleration, velocity, or displacement. Vibration magnitude is measured in vibration decibels (VdB) relative to a reference level of 1 micro-inch per second peak particle velocity (ppv), the human threshold of perception. The background vibration level in residential areas is usually 50 VdB or lower. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or slamming of doors. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If the roadway is smooth, the vibration from traffic is rarely perceptible. The range of environmental interest is

typically from 50 VdB to 90 VdB (or 0.12 inch per second PPV), the latter being the general threshold where structural damage can begin to occur in fragile buildings.

Proposed Project

The proposed project is in an urban area surrounded by commercial, mixed-use, and office developments. Noise sources in the area are related to the light rail track running parallel to R Street and traffic noise. Sensitive receptors that could be affected by noise from the proposed project would be residences, office employees, business patrons, and nearby roadway users located along the project corridor.

Standards of Significance

Thresholds of significance are those established by the Title 24 standards and by the 2030 General Plan Noise Policies and the City Noise Ordinance. Noise and vibration impacts resulting from the implementation of the proposed project would be considered significant if they cause any of the following results:

- Exterior noise levels at the proposed project exceeding the upper value of the normally acceptable category for various land uses caused by noise level increases due to the project (2030 General Plan, Table EC-1, 2009);
- Residential interior noise levels of L_{dn} 45 dB or greater caused by noise level increases due to the project;
- Construction noise levels not in compliance with the City of Sacramento Noise Ordinance;
- Occupied existing and project residential and commercial areas are exposed to vibration peak particle velocities greater than 0.5 inches per second (in/sec) due to project construction;
- Project residential and commercial areas are exposed to vibration peak particle velocities greater than 0.5 in/sec due to highway traffic and rail operations; and
- Historic buildings and archaeological sites are exposed to vibration peak particle velocities greater than 0.25 in/sec due to project construction, highway traffic, and rail operations.

Summary of Analysis under the 2030 General Plan Master EIR

Noise and vibration associated with development that could occur pursuant to the 2030 General Plan could increase on a cumulative basis. The Master EIR concluded that residential development that could occur could be exposed to significant noise levels that exceed the City's applicable thresholds, and that such effects were significant and unavoidable.

The 2030 General Plan goals and policies that serve to reduce the effects from increased noise due to new development are set forth in the Master EIR on pages 6.8-24 to 6.8-26. These establish noise standards for interior and exterior for various land uses. Specifically for transportation projects, 2030 General Plan Policy EC 3.1.2 - Exterior Incremental Noise Standards requires mitigation for all development that increases existing noise levels by more than the allowable increment as shown in Table EC 2 of the Master EIR (a maximum of 8 L_{dn} in a current 45 L_{dn}), to the extent feasible. Policy EC 3.1.12 applies specifically to residential streets in that the City shall discourage widening streets or converting streets to one-way in residential areas where the resulting increased traffic volumes would raise ambient noise levels.

Mitigation Measures from 2030 General Plan Master EIR that apply to the Project

None.

Answers to Checklist Questions

Questions A through C

Construction activities at the project site would include site grading, clearing, excavation, and construction of sidewalk. The onsite equipment required for construction activities are expected to include backhoe or small excavator, small paver, roller compactor, whacker, and haul trucks. According to EPA, the noise levels of primary concern are often associated with the site preparation phase because of the onsite equipment used for clearing, grading, and excavation (EPA 1971). Typical equipment noise levels can range from 79 to 91 dBA at 50 feet, as shown in **Table 3**. Sensitive receptors surrounding the project site could be exposed to increased levels of noise during project construction. The sensitive receptors within the project vicinity include workers and residents located in or adjacent to the project area. While there are no single family houses directly on R Street within the proposed development corridor, a single family residence is situated at 1730 13th Street. It is associated with the previously approved and developed section of R Street (i.e., Phase I project from 10th to 13th streets). In addition, there are several condominium units on the 1400 block of R Street (between 14th and 15th streets), above the commercial uses. Eight of these units face R Street and another five units face away from R Street.

Table 3		
Typical Equipment Noise Levels		
Type of Equipment	Noise Level in dBA at 50 feet	
	Without Feasible Noise control	With Feasible Noise Control¹
Dozer or Tractor	80	75
Excavator	88	80
Compactor	82	75
Front-end Loader	79	75
Backhoe	85	75
Grader	85	75
Crane	83	75
Generator	78	75
Truck	91	75
¹ Feasible noise control includes the use of intake mufflers, exhaust mufflers, and engine shrouds in accordance with manufacturer' specifications.		
Sources: U.S. Environmental Protection Agency 1971, United States Department of Transportation 1996.		

It is anticipated that a maximum of two pieces of construction equipment would be operated simultaneously. Operation of the two noisiest pieces of onsite equipment identified above could result in combined intermittent noise levels up to approximately 84 dBA at 50 feet from the center of the site. Based on these equipment noise levels and a typical noise-attenuation rate of 6 dBA per doubling of distance, project construction could result in noise levels at sensitive receptors that exceed noise levels if feasible noise controls are not implemented. However, compliance with City Code, 8.68.080 (d) Exemptions - 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; would reduce this impact to a level that is ***less than significant***.

Questions D and E

The proposed project would have no long-term effects on noise levels because the proposed project would not increase capacity along the roadway. Ambient noise levels in the project vicinity would return to levels similar to the existing noise environment once construction is completed. This impact would be ***less than significant***.

Question D through F

At the highest levels of vibration, damage to structures is primarily architectural (e.g., loosening and cracking of plaster or stucco coatings) and rarely results in structural damage. For most structures, a ppv threshold of 0.5 inch per second is sufficient to avoid structural damage, with the exception of fragile historic structures or ruins. At the request of the EPA, the Committee of Hearing, Bio-Acoustics, and Bio-Mechanics (CHABA) have developed guidelines for safe vibration limits for ruins and ancient and/or historic buildings. For fragile structures, CHABA recommends a maximum limit of 0.25 inch per second ppv. For the protection of fragile, historic, and residential structures, Caltrans recommends a more conservative threshold of 0.2 inch per second ppv.

The section of R Street between 13th and 16th streets is not located within any City of Sacramento Historic Districts (PAR 2014a). The Perfection Bread facility and Wonder Bread buildings (now combined in one structure that stretches between 14th and 15th streets on the north side of R Street) are each currently listed as Landmark Structures by the City and therefore are considered historical resources for the purpose of CEQA (PAR 2014a). Other properties at the project site were considered as potential contributors to the R Street Corridor District.

Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. The effects of ground vibration may be imperceptible at the lowest levels, low rumbling sounds and detectable vibrations at moderate levels, and slight damage to nearby structures at the highest levels. Construction operations have the potential to result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and operations involved. The ground vibration levels associated with various types of construction equipment that will be used during construction of the proposed project are summarized in **Table 4**.

Table 4	
Vibration Source Levels for Project Construction Equipment	
Equipment	Peak Particle Velocity at 25 feet (in/sec)
Large Bulldozer	0.089
Caisson Drilling	0.089
Loaded Trucks	0.076
Jackhammer	0.035
Small Bulldozer	0.003
Source: United States Department of Transportation 1996	

The proposed project would not involve the use of any equipment or processes that would result in potentially significant levels of ground vibration (i.e., pile drivers). Ground vibration generated by construction operations would be primarily associated with onsite trucks and handheld hydraulic jackhammers. As shown in **Table 4**, these would result in vibration levels of less than 0.08 inch per second ppv at 25 feet. The predicted vibration levels at the nearest structure would not be anticipated to exceed the most conservative threshold of 0.2 inch per second ppv. The temporary construction vibration associated with onsite equipment would not be anticipated to expose sensitive receptors to or generate excessive groundborne vibration or groundborne vibration levels. However, the City has committed to use the following construction methods that would protect the historic resources in the area during construction:

- *Removal of Existing Facilities.* The existing concrete and asphalt concrete pavement would be saw-cut three (3) feet from the existing building faces on the north side of R Street between 14th and 15th streets. In order to break the concrete or asphalt, a backhoe with a jackhammer attachment or loader would be used if the work is being done more than three (3) feet away from the buildings. The equipment would be located a safe distance from the buildings so any arms or attachments cannot reach the structures.
- A handheld hydraulic jackhammer would be used to break existing concrete into pieces within three (3) feet of the building faces on the north side of R Street on the 14th to 15th streets block. The broken concrete would then be removed by hand. The building face would be protected by a minimum one (1)-inch-thick foam board, which is generally used for insulation.
- *Preparation for New Improvements.* Small ride-on machinery would be used to compact the ground within five (5) feet of the building faces. Insulation foam board would be placed to protect the “Perfection Bread Building” front for any work that would be performed within five (5) feet from the building. A vibrator plat tamper would be used to compact the material that is within five (5) feet of the building face. The building face would be protected by the minimally one (1)-inch-thick insulation foam board.
- *Construction of New Improvements.* A new concrete walkway would be constructed against the “Perfection Bread Building” on the north side of R Street between 14th and 15th streets. The concrete walkway in this location would be separated from the existing structures by a 0.5-inch-thick fiber expansion joint. The concrete would be poured from a concrete truck and would be finished using hand tools. In all locations, existing buildings would be protected with plastic sheeting to prevent concrete from splattering onto the existing structures.

The proposed project would have no long-term effects on groundborne vibration since the proposed project would not increase capacity along the roadway. Vibration levels in the project vicinity would return to levels similar to the existing noise environment once construction is completed. This impact would be ***less than significant***.

Mitigation Measures

No mitigation is required.

Findings

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

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
9. PUBLIC SERVICES A) Would the project result in the need for new or altered services related to fire protection, police protection, school facilities, roadway maintenance, or other governmental services beyond what was anticipated in the 2030 General Plan?			X

Environmental Setting

The City provides fire, police, and parks and recreation services in the vicinity of the proposed project site.

The Sacramento Fire Department (SFD) provides fire protection services to the entire City and some small areas just outside the City boundaries within Sacramento County limits. SFD provides fire protection and emergency medical services to the project area. First-response service is provided by Station 1, located at 624 Q Street, approximately 0.7 mile northwest of the project site. Service is also provided by Station 2, located at 1229 I Street, approximately 1.3 miles north of the project site, and Station 5, located at 731 Broadway, approximately 1.3 miles southwest of the project site.

The Sacramento City Police Department (SPD) provides police protection services to the project area. The project area is serviced by Central Command which is located at the Richards Police Facility, 300 Richards Boulevard, 2.7 miles away from the project site. In addition to the SPD, the Sacramento County Sheriff’s Department, California Highway Patrol (CHP), and the Regional Transit Police Department aid the SPD to provide protection for the City in the project area.

The project site is within the Sacramento City Unified School District. Sacramento City Unified School District is the 11th largest school district in California and serves 47,900 students on 81 campuses.

Standards of Significance

For the purposes of this Initial Study, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection, school facilities, roadway maintenance, or other governmental services beyond what was anticipated in the 2030 General Plan.

Summary of Analysis under the 2030 General Plan Master EIR

The Master EIR evaluated the potential effects of the 2030 General Plan on various public services. These include parks (Chapter 6.9) and police, fire protection, schools, libraries and emergency services (Chapter 6.10).

The 2030 General Plan provides that adequate staffing levels for police and fire are important for the long-term health, safety and well-being of the community (Goals PHS 1.1, PHS 2.1). The Master EIR concluded that effects on these services from build-out of the 2030 General Plan would be less than significant.

2030 General Plan policies that call for the City to consider impacts of new development on schools (see, Policy ERC 1.1.2 setting forth locational criteria and Policy ERC 1.1.5 that encourages development of joint-use facilities) were determined to reduce impacts on schools to a less-than-significant level. Impacts of 2030 General Plan build-out on library facilities were also considered less than significant (Impact 6.10-8).

Mitigation Measures from 2030 General Plan Master EIR that apply to the Project

None.

Answers to Checklist Questions

Question A

As a roadway improvement project, the proposed project would not develop any residential land uses and would not directly induce population growth which has not been previously analyzed and planned for in the R Street Corridor Plan section of the CCCP. The new construction employment opportunities created by the proposed project would not induce substantial population growth within the City from outside areas because it is a relatively small project and would have a short-term construction period (up to 9 months). Therefore, the project would not generate increased demands on fire or police protection services, school facilities, parks, libraries, or other public facilities or affect relevant acceptable service ratios, response times, or other performance objectives for these public services. The proposed project will be designed and operated in accordance with applicable standards required by the SFD and SPD for new transportation facilities. Therefore, impacts related to fire services, police services, school facilities, parks, or other public services would be ***less than significant***. No mitigation is required.

Mitigation Measures

None required.

Findings

The project would have no additional project-specific environmental effects on Public Services.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
10. RECREATION			
A) Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities?			X
B) Create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2030 General Plan?			X

Environmental Setting

The Central City has a variety of parks and plazas that were dedicated as part of John Sutter’s early layout of the city. Most park areas are framed by the City’s system of streets also established as a grid system in the early 1850s.

The City Department of Parks and Recreation oversees more than 2,400 acres of parkland, and manages more than 212 parks within the city. The project site is approximately 500 feet south of Fremont Park and Fremont Community Garden; approximately 0.2 mile southeast of Roosevelt Park, and approximately 0.5 mile northeast of Southside Park.

Standards of Significance

For purposes of this Initial Study, impacts on recreational resources are considered significant if the proposed project would do either of the following:

- Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities; or
- Create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2030 General Plan.

Summary of Analysis under the 2030 General Plan Master EIR

Chapter 6.9 of the Master EIR considered the effects of the 2030 General Plan on the City’s existing parkland, urban forest, and recreational facilities and services. The 2030 General Plan identified a goal of providing an integrated park and recreation system in the City (Goal ERC 2.1). Impacts of 2030 General Plan build-out on parks and recreation facilities were considered less than significant after application of the applicable policies (Impacts 6.9-1 and 6.9-2).

Mitigation Measures from 2030 General Plan Master EIR that apply to the Project

None.

Answers to Checklist Questions

Questions A and B

The project would not cause or accelerate substantial physical deterioration of existing area parks or recreational facilities. The project proposes to make roadway improvements within the City's existing right-of-way. These improvements would not result in an increase in the local population, nor increase demand on existing neighborhood parks or recreation facilities. The project does not propose new residential or commercial developments creating a need for construction or expansion of recreational facilities beyond what was anticipated in the 2030 General Plan. In addition, no park or recreation areas would be affected by construction, nor would any additional regional parks be created. The proposed project would have ***less-than-significant*** impact on the use of existing neighborhood and regional parks. No mitigation is required.

Mitigation Measures

None required.

Findings

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

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
11. TRANSPORTATION AND CIRCULATION			
Would the proposed project:			
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?			X
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?			X
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?			X
D) Transit: adversely affect public transit operations or fail to adequately provide for access to public?			X
E) Bicycle facilities: adversely affect bicycle travel, bicycle paths or fail to adequately provide for access by bicycle?		X	
F) Pedestrian: adversely affect pedestrian travel, pedestrian paths or fail to adequately provide for access by pedestrians?		X	

Environmental Setting

The Central City is a densely developed urban area which also serves a regional employment and governmental center. The Central City can be accessed by several freeways including U.S. Highway 50 (US 50), Business 80, and Interstate 5 (I-5). Between 13th Street and 16th Street,

R Street is a two-way street which includes one lane of traffic in both directions. Relative to Q and S streets which run parallel to R Street, R Street has low traffic volumes.

Standards of Significance

The City's 2030 General Plan Mobility Element, and Caltrans, have standards of significance related to Transportation and Circulation impacts, as identified below.

2030 General Plan Mobility Element

Roadway Segments

A significant traffic impact occurs for roadway segments when:

- The traffic generated by a project degrades peak period Level of Service (LOS) from acceptable (without the project) to unacceptable (with project); or
- The LOS (without project) is already unacceptable, and project generated traffic increases the Volume-to-Capacity Ratio (V/C ratio) by 0.02 or more.

Intersections

A significant traffic impact occurs for intersections when:

- The traffic generated by a project degrades peak period LOS from acceptable (without project) to already unacceptable (with project); or
- The LOS (without project) F, and project generated traffic increases the peak period average vehicle delay by five seconds or more.

The project is within the Core Area described in 2030 General Plan Policy M1.2.2(a). In accordance with this policy, LOS F is acceptable during peak hours, provided that the project provides improvements to other parts of the citywide transportation system within the project site vicinity.

Transit System

Impacts on the transit system are considered significant if the proposed project would:

- Adversely affect public transit operations; or
- Fail to adequately provide for access to public transit.

Bicycle Facilities

Impacts on bicycle facilities are considered significant if the proposed project would:

- Adversely affect bicycle travel, bicycle paths; or
- Fail to adequately provide for access by bicycle.

Pedestrian Circulation

Impacts on pedestrian circulation are considered significant if the proposed project would:

- Adversely affect pedestrian travel, pedestrian paths; or
- Fail to adequately provide for access by pedestrians.

California Department of Transportation

Freeway Facilities

Caltrans considers the following conditions to be significant impacts:

- 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 LOS to be worse than the freeway's LOS;
- Project traffic increases that cause the freeway LOS to deteriorate beyond LOS threshold defined in the Caltrans Route Concept Report for that facility; or
- The expected ramp queue is greater than the storage capacity.

Summary of Analysis under the 2030 General Plan Master EIR

Transportation and circulation were discussed in the Master EIR in Chapter 6.12. Various modes of travel were included in the analysis, including vehicular, transit, bicycle, pedestrian, and aviation components. The analysis considered roadway capacity and identified LOS, and effects of the 2030 General Plan on the public transportation system. Provisions of the 2030 General Plan that provide substantial guidance include Goal M 1.1, calling for a transportation system that is effectively planned, managed, operated, and maintained; promotion of multimodal choices (Policy M 1.2.1), identification of level of service standards (Policy M 1.2.2), development of a fair share funding system for Caltrans facilities (Policy M 1.5.6). In addition, Goal M 4.2 identifies the development of complete streets as a priority and Policy M 1.3.1 required the development of a transportation network that provides for a well-connected, walkable community. While the 2030 General Plan includes a number of policies that direct the development of the City's transportation system, the Master EIR concluded that the 2030 General Plan development would result in significant and unavoidable effects on transportation and circulation systems. See Impacts 6.12-1, 6.12-8 (roadway segments in the City), Impacts 6.12-2, 6.12-9 (roadway segments in neighboring jurisdictions), and Impacts 6.12-3, 6.12-10 (freeway segments).

Mitigation Measures from 2030 General Plan Master EIR that apply to the Project

None.

Answers to Checklist Questions

Question A through D

The proposed project consists of the improvement of the existing roadway and drainage system. The proposed project would not add additional lanes or change existing traffic patterns. The

proposed project would not negatively affect LOS within the project area. In addition, the project would improve congestion management by facilitating opportunities for alternative modes of transit by improving access for pedestrian and bicyclists. As such, the impact on LOS in the project area would be **less than significant**. No mitigation is required.

Operation of the proposed project would not alter access for emergency vehicles or access to nearby uses or transit facilities. No facilities are proposed as part of the proposed project that would change emergency access to the project site or that would affect access to nearby uses.

However, a temporary adverse effect on emergency access may be caused by construction activities because the section of 14th Street south of R Street to Rice Alley may be closed for soil stockpiling.

During construction, access to businesses on R Street will be maintained to the extent possible; however, there is a possibility that access may not be available for a short period for businesses that have only one public entrance. Potential adverse effects on emergency services can be avoided through implementation of standard construction period traffic management planning that includes timely notification of any road closures and detours to police and fire departments and other emergency service providers. Implementation of **Mitigation Measure TRAF-1** would ensure that traffic disruption impacts affecting emergency access are minimized to a **less-than-significant** level.

Question E and F

The proposed project is designed to enhance opportunities for alternative modes of transportation by improving access and increase safety for pedestrians and bicyclists. This is consistent with the City's goal of creating walkable communities.

During construction, access to pedestrian and bicycle facilities may be limited due to the nature and phase of construction. Informational and detour signage would be posted a minimum of two weeks prior to project commencement. To ensure public safety, warning and restricted access signs would be posted before and during maintenance activities. Public outreach would be conducted prior to construction through mailings, a public workshop, and Internet sites (including the City's website). Coordination with local bicycle groups, residents, businesses, and other interested groups would keep the public informed of the upcoming construction.

With the implementation of signage and public outreach, the impact on pedestrian and bicycle facilities would be **less than significant**. No mitigation is required.

Mitigation Measures

Implementation of the following mitigation measures would reduce the above identified impact related to emergency access to a less-than-significant level.

Mitigation Measure TRAF-1: The construction contractor for the proposed project shall implement a standard traffic management plan to minimize traffic disruption and ensure adequate access is maintained to surrounding residences. Temporary disruptions to access for residences and businesses in the area shall be minimized by coordinating construction activities to provide alternative access points. Additionally, prior to the start of construction, the contractor shall coordinate with the Sacramento police and fire departments, CHP, and local public and private ambulance and paramedic providers in the area to prepare a Construction Period

Emergency Access Plan. The Construction Period Emergency Access Plan shall identify phases of the project and construction scheduling and shall identify appropriate alternative emergency access routes.

Findings

All project-specific environmental effects on Transportation and Circulation would be mitigated to a less-than-significant level.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
12. UTILITIES AND SERVICE SYSTEMS Would the proposed project:			
A) Result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments?			X
B) Require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts?			X

Environmental Setting

The project site is in a developed area of the Central City. The City provides water, sanitary sewer, storm sewer, and solid waste disposal services in the project area. Main water lines serving the area are located along the street grid system. In the vicinity of the project area main lines are located on Q and S streets. The area is served by the City's CSS which collects both sanitary sewage and storm runoff. Increased storage for this system was recently completed in the vicinity of 10th and R streets to support new residential development as called for in the adopted R Street Corridor Plan.

Standards of Significance

For purposes of this Initial Study, an impact is considered significant if the proposed project would:

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

Summary of Analysis under the 2030 General Plan Master EIR

The Master EIR evaluated the effects of development under the 2030 General Plan on water supply, sewer and storm drainage, solid waste, electricity, natural gas, and telecommunications. See Chapter 6.11.

The Master EIR evaluated the impacts of increased demand for water that would occur with development under the 2030 General Plan. Policies in the 2030 General Plan would reduce the impact generally to a less-than-significant level (see Impact 6.11-1) but the need for new water supply facilities results in a significant and unavoidable effect (Impact 6.11-2). The potential need for expansion of wastewater treatment facilities was identified as having a significant and unavoidable effect (Impacts 6.11-4, 6.11-5). Impacts on solid waste facilities were less than significant (Impacts 6.11-7, 6.11-8). Implementation of energy efficient standards as set forth in

Titles 20 and 24 of the California Code of Regulations for residential and non-residential buildings, would reduce effects for energy to a less-than-significant level.

Mitigation Measures from 2030 General Plan Master EIR that apply to the Project

None.

Answers to Checklist Questions

Question A and B

Overall, the proposed streetscape project would not include the construction of new residential land uses or include a project feature (i.e., new access route to current undeveloped land) that would generate the need for additional utility services (including water supply, wastewater, or drainage). Because the proposed project would not result in the need for new or additional utility services beyond what was anticipated in the 2030 General Plan, ***no impacts*** to public services would result under the proposed project.

Mitigation Measures

None required.

Findings

The project would have no additional project-specific environmental effects on Utilities and Service Systems.

MANDATORY FINDINGS OF SIGNIFICANCE

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
13. MANDATORY FINDINGS OF SIGNIFICANCE			
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?			X
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.)			X
C.) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X

Answers to Checklist Questions

Question A

As described in Section 2, Biological Resources, and Section 3, Cultural Resources, of this Initial Study, the proposed project, with implementation of the identified mitigation measures, would not have a significant impact on 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. Therefore, the proposed project’s impact would be ***less than significant***.

Question B

The proposed project was anticipated by and would be consistent with the 2030 General Plan, the CCCP, and the R Street Corridor Urban Design Plan. As such, improvements of the proposed project were anticipated and have been analyzed. As presented throughout this Initial Study, all potential impacts associated with the project would be reduced to less-than-significant levels with implementation of the identified mitigation measures. Thus, the project would not be expected to result in a considerable cumulative contribution to impacts on the environment; therefore, the proposed project would result in a **less-than-significant** cumulative impact.

Question C

The potentially significant impacts associated with the proposed project's effects on human beings are related to hazardous waste and noise. However, as discussed in Section 7, Hazards and Section 8, Noise, of this Initial Study, with implementation of the identified mitigation measures, all impacts would be reduced to less-than-significant levels. Therefore, the proposed project's impact associated with effects on human beings would be **less-than-significant**.

SECTION IV – ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

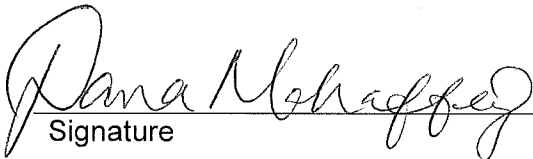
The environmental factors checked below would potentially be affected by the project; however, incorporation of mitigation measures will ensure that the project-specific effects identified in this Initial Study would be mitigated to a less-than-significant level. There would be no residual significant effects.

	Aesthetics, Light and Glare		Hydrology and Water Quality
	Air Quality		Noise
X	Biological Resources		Public Services
X	Cultural Resources		Recreation
	Geology and Soils	X	Transportation and Circulation
	Greenhouse Gas Emissions		Utilities and Service Systems
X	Hazards		None Identified

SECTION V – DETERMINATION

On the basis of the Initial Study:

I find that (a) the proposed project is an anticipated subsequent project identified and described in the 2030 General Plan Master EIR; (b) the proposed project is consistent with the 2030 General Plan land use designation and the permissible densities and intensities of use for the project site; (c) that the discussions of cumulative impacts, growth-inducing impacts, and irreversible significant effects in the Master EIR are adequate for the proposed project; and (d) the proposed project **will not** have additional significant environmental effects not previously examined in the Master EIR. A Mitigated Negative Declaration will be prepared. Mitigation measures from the Master EIR will be applied to the project as appropriate, and additional feasible mitigation measures and alternatives will be incorporated to revise the proposed project before the negative declaration is circulated for public review, to avoid or mitigate the identified effects to a less-than-significant level. (State CEQA Guidelines Section 15178[b])


Signature

10/27/14
Date

Dana Mahaffey, Environmental Planner
Printed Name

REFERENCES CITED

Blackburn Consulting

Draft Initial Site Assessment R Street Market Plaza Improvements. Prepared for Mark Thomas & Co., Inc. On file, City of Sacramento, Department of Transportation. 2009

California Air Resources Board

Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles. October 2000.

California Department of Conservation

California Geological Survey. *Probabilistic Seismic Hazards Peak Ground Acceleration Atlas.* Available:

http://www.consrv.ca.gov/cgs/rghm/psha/Map_index/Pages/Sacramento.aspx. Accessed July 2014.

California Geological Survey. *General Location Map for Ultramafic Rocks.* August 2000.

California Department of Transportation (Caltrans).

Caltrans Map of Designated Scenic Routes. 2010.

California Scenic Highway Mapping System. Sacramento County. Available:

http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm. November 2012.

City of Sacramento.

Sacramento 2030 General Plan. 2009. Available:

<http://portal.cityofsacramento.org/Community-Development/Resources/Online-Library/General%20Plan>. Accessed: August 1, 2014.

Climate Action Plan. February 2012.

Sacramento 2030 General Plan Master Environmental Impact Report. 2008.

Sacramento 2035 General Plan Master Environmental Impact Report: Appendix C Background Report. Public Review Draft. August 2014.

Drake Haglan and Associates

R Street Phase II 13th to 16th Streets Project Visual Impact Assessment (Minor Level). Prepared for the City of Sacramento and Caltrans. May 2014

Moore Lacofano Goltsman, Inc.

R Street Urban Design and Development Plan. Prepared for the Capitol Area Development Authority. April 2006.

PAR Environmental Services, Inc. (PAR)

Historic Property Survey Report for R Street Phase III Improvement Project, 13th to 16th Streets, City of Sacramento, California. Prepared for the City of Sacramento and Caltrans. May 2014a.

Natural Environment Study Minimal Impacts R Street Phase III Project, 13th Street to 16th Street City of Sacramento, California. Prepared for the City of Sacramento and Caltrans. January 2014b.

Initial Site Assessment for the R Street, Phase III Project, 13th to 16th Street, City of Sacramento, California. Prepared for the City of Sacramento and Caltrans. Revised June 2014c.

Planning Dynamics Group (PDG).

R Street Corridor Urban Design Guidelines and Special District Amendments Initial Study and Mitigated Negative Declaration. Prepared for the City of Sacramento Development Services Department, Planning Division and the Capitol Area Development Authority. April 2006.

Sacramento Metropolitan Air Quality Management District (SMAQMD).

Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan. December 19, 2008.

Guide to Air Quality Assessment in Sacramento County. December 2009.

Federal Air Quality Planning, Background. Available:
<http://www.airquality.org/plans/federal/index.shtml>. Accessed: July 2014.

United States Department of Transportation

Federal Transit Administration. Transit Noise and Vibration Impact Assessment. May 2006.

United States Environmental Protection Agency (EPA)

Noise from Construction Equipment and Operations, Building Equipment and Home Appliances. 1971

APPENDIX A – CLIMATE ACTION PLAN CHECKLIST

CLIMATE ACTION PLAN – CONSISTENCY REVIEW CHECKLIST

Application Submittal Requirements

1. The CAP Consistency Review Checklist is required only for proposed new development projects which are subject to CEQA review (non-exempt projects)
2. If required, the CAP Consistency Review Checklist must be submitted in addition to the basic set of requirements set forth in the Universal Application and the Planning Application Submittal Matrix.
3. The applicant shall work with staff to meet the requirements of this checklist. These requirements will be reflected in the conditions of approval and/or mitigation measures.
4. All conditions of approval and mitigation measures from this checklist shall be shown on full-size sheets for building plan check submittals.

Application Information

Project Number: _____

Address of Property: _____

Was a special consultant retained to complete this checklist? Yes No. If yes, complete following

Consultant Name*: _____

Company: _____

Phone: _____ E-Mail: _____

Checklist Item (Check the appropriate box, and provide explanation for your answer).	Yes	NA
3. Would the project incorporate traffic calming measures? <i>(Examples of traffic calming measures include, but are not limited to: curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts or mini-circles, on-street parking, planter strips with street trees, chicanes/chokers.)</i>		
Please explain how the proposed project meets this requirement (list traffic calming measures). If “not applicable”, explain why traffic calming measures were not required.		
4. Would the project incorporate pedestrian facilities and connections to public transportation consistent with the City’s Pedestrian Master Plan?	Yes	NA
Please explain how the proposed project meets this requirement. If “not applicable”, explain why this was not required.		

*If “No”, equivalent or better GHG reduction must be demonstrated as part of the project and incorporated into the conditions of approval.

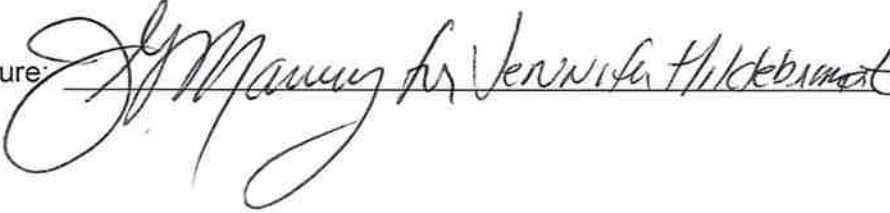
Note: Requirements from this checklist should be incorporated into the conditions of approval, and shown on the full-size plans submitted for building plan check.

5. Would the project incorporate bicycle facilities consistent with the City's Bikeway Master Plan, and meet or exceed minimum standards for bicycle facilities in the Zoning Code and CALGreen?	Yes	NA	
Please explain how the proposed project meets this requirement. If "not applicable", explain why this was not required.			
6. For residential projects of 10 or more units, commercial projects greater than 25,000 square feet, or industrial projects greater than 100,000 square feet, would the project include on-site renewable energy systems (e.g., photovoltaic systems) that would generate at least a minimum of 15% of the project's total energy demand on-site? (CAP Actions: 3.4.1 and 3.4.2)	Yes	No*	NA
Please explain how the proposed project meets this requirement. If "not applicable", explain why this was not required. If project does not meet requirements, see DIRECTIONS FOR FILLING OUT CAP CONSISTENCY REVIEW CHECKLIST re: alternatives to meeting checklist requirements. Attach a copy of the CalEEMod input and output. Record the model and version here _____. Do NOT select the "use historical" box in CalEEMod for energy demand analysis related to this requirement.			
7. Would the project (if constructed on or after January 1, 2014) comply with minimum CALGreen Tier I water efficiency standards?	Yes	NA	
Please explain how the proposed project meets this requirement. If "not applicable", explain why this was not required.			

*If "No", equivalent or better GHG reduction must be demonstrated as part and incorporated into the conditions of approval.
Note: Requirements from this checklist should be incorporated into the conditions of approval, and shown on the full-size plans submitted for building plan check.

Certification

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability and that the facts, statements and information presented are true and correct to the best of my knowledge and belief.

Signature:  Date: 10-27-2014

APPENDIX B – CITY OF SACRAMENTO TREE REPORTS

MEMORANDUM

DATE: Oct. 14, 2013
TO: Zuhair Amawi
FROM: Duane Goosen/Joe Benassini
SUBJECT: R Street Improvements, 14th and R Streets

Inspection

- Six English elm trees (*Ulmus procera*) are located on R Street at the northwest corner of 14th and R. They are within the right of way, and are in poor to fair condition. (Trees #81479 - 81484)
- Based on Sacramento City Code 12.64 – Heritage Trees, none of the trees meet the criteria outlined in definition of heritage trees.

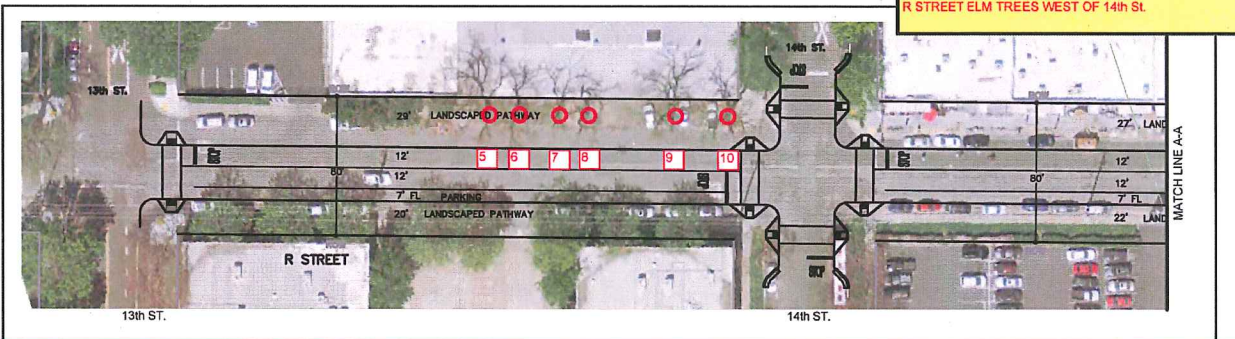
Comments

- The six trees are growing closer together and closer to the face of a building wall than is prudent.
- The trees are currently surrounded by asphalt w/ no planter opening. The asphalt almost abuts the trunk on several. The trees are in decline.
- Proposed street or sidewalk improvement work within the tree drip line area is likely to further impact the trees, and the current tree locations restrict future improvements and pedestrian circulation. New and improved planters could be incorporated into the project.
- The trees are within the right of way and are considered “Street Trees” under Sacramento City Code 12.56 – Trees Generally. Trees must be posted for public notice, and the decision to remove them is subject to appeal.

Recommendation

- Staff recommends removal of the trees in order to establish good pedestrian circulation and improved tree wells. Given their age, health, structure, position in the future landscape and anticipated construction impacts, we do not recommend preservation.
- The existing trees are very large and are likely over one hundred years old. They are significant to the City for historical value as well as environmental value. Replanting of large shade trees within the project is important to mitigate removal and offset the impact to neighboring residents and property owners. Given the generous space for the sidewalk, Urban Forestry recommends four planters with a minimum opening of 9 x 9 feet to replace the trees with other large stature shade trees.
- Dutch elm-disease is still prevalent within the City, and if elms are selected as replacement trees it is important to select cultivars that are resistant to the disease and to elm leaf beetle.

UFS GROUND INSPECTION NOTES
R STREET ELM TREES WEST OF 14th St. 8/28/13



- 5 39.5" DBH U. procera, canopy radius is 40', fair to poor overall condition, foliage vigor is fair to good, (largely epicormic). Tree has extensive primary and scaffold limb injuries / has the largest canopy of the six trees.
 - 6 31.0" DBH U. procera, canopy radius is 20', fair to poor overall condition, foliage vigor is fair to good, (largely epicormic). Tree has extensive primary and scaffold limb removal injuries / partially suppressed by tree #5
 - 7 30.0" DBH U. procera, canopy radius is 20', fair to poor overall condition, foliage vigor is fair to good, (largely epicormic). Tree has extensive primary and scaffold limb removal injuries.
 - 8 30.5" DBH U. procera, canopy radius is 30', poor overall condition, foliage vigor is fair to poor, (largely epicormic). Tree has extensive primary and scaffold limb removal injuries.
 - 9 36.0" DBH U. procera, canopy radius is 25', fair to poor overall condition, foliage vigor is fair to good, (largely epicormic). Tree has extensive primary and scaffold limb injuries.
 - 10 40.0" DBH U. procera, canopy radius is 35', fair to poor overall condition, foliage vigor is fair to good, (largely epicormic). Tree has a partially co-dominant 1st fork and extensive primary and scaffold limb injuries.
- | | |
|---|------------|
| UFS ESTIMATE TO REMOVE SIX ABOVE TREES | = \$10,000 |
| UFS ESTIMATE TO GRIND / REMOVE SIX STUMPS | = \$1,400 |

General comments:
 -All six trees appear to be in decline, but are exhibiting greater foliar vigor than was observed during 2012 and 2011.
 -All trees have extensive crown reduction history and have below normal canopy end weight.
 -None of the trees meet heritage criteria as defined by city code. The 8/26/13 UFS ground inspection was close to finding sufficient health or structural defects to post the trees for removal. Proposed R Street right of way construction is likely to accelerate the decline required removal of the trees.

<p>CITY OF SACRAMENTO, DEPARTMENT OF TRANSPORTATION</p> <p>DESIGNED BY: <u> </u> PROJECT MANAGER: <u> </u> DATE: <u> </u> YEAR: <u> </u> DATE: <u> </u> YEAR: <u> </u> SCALE: <u> </u></p>	<p>R STREET IMPROVEMENTS 13th STREET TO 16th STREET</p>	<p>DATE: <u> </u> SHEET: <u> </u> DRAWN BY: <u> </u> OF: <u> </u> DATE: <u> </u> YEAR: <u> </u></p>
--	--	---

MEMORANDUM

DATE: Dec. 4, 2013
TO: Zuhair Amawi
FROM: Duane Goosen/Joe Benassini
SUBJECT: **R Street Improvements, (South Side) 13th to 14th Streets**

Inspection

- Six London plane trees (*Platanus acerifolia*) are located on the south side of R Street between 13th and 14th Street. They are within the right of way, and are in fair condition. (City trees # 81639, 81640, 81641, 81644, 81645 and 81646).
- Based on Sacramento City Code 12.56 – Trees Generally, the trees are considered Street Trees
- Based on Sacramento City Code 12.64 – Heritage Trees, the trees are not considered heritage trees.

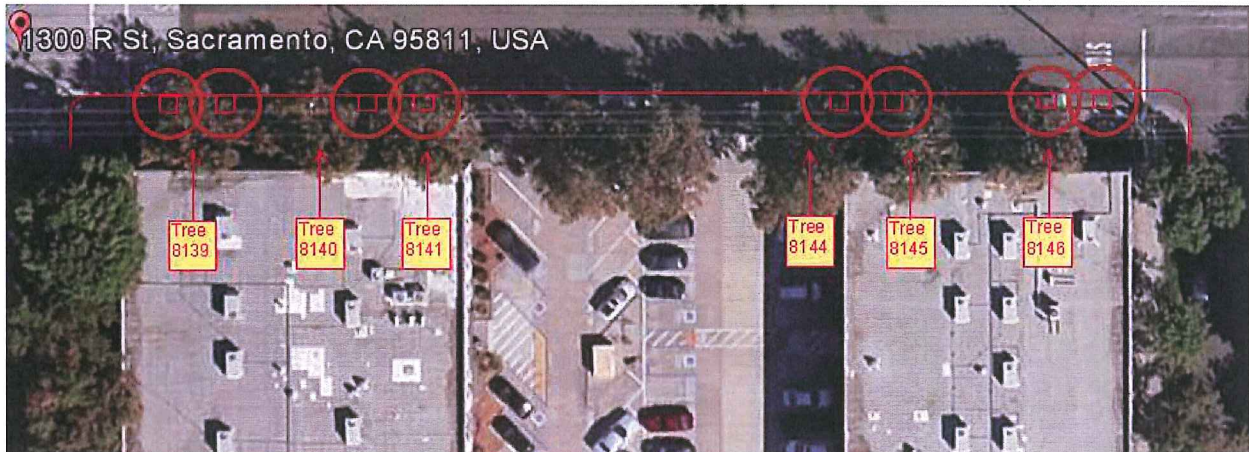
Comments

- The trees are less than half their typical mature size. The trunks are located six feet from a concrete building wall to the south where root growth is impeded and likely to damage the building foundation. Clearance pruning for overhead high voltage conductors directly above the trees will eventually disfigure the trees and drive up tree and utility maintenance costs.
- Proposed street and sidewalk improvement work within the tree drip line area is likely to negatively impact the trees, and the current tree locations restrict future improvements and pedestrian circulation. It appears that the new right of way improvements can include new street tree planters.
- As “Street Trees” Sacramento City Code 12.56 – Trees Generally requires that the trees be posted for public notice, and the decision to remove them is subject to appeal.
- The proposed sidewalk improvements include the option of adding space for tree planters away from the building and adjacent to the curb. If included, planters will be irrigated and new trees will have a much greater chance of reaching maturity. Species selection will include trees appropriate for planting under overhead conductors.

Recommendation

- Urban Forestry staff recommends removal and replacement of the trees at the time of construction of this phase of the R Street Improvements. Given the potential size, existing planting location constraints and anticipated construction impacts, we do not recommend preservation.

- Replanting to provide similar canopy coverage within the project is important to maintain canopy coverage and offset the impact to neighboring residents and property owners. Given the generous space for the sidewalk, Urban Forestry recommends at minimum eight planters with an opening of 7 x 7 feet to replace the trees with new smaller trees that will not conflict with existing or proposed infrastructure. This layout accommodates a wide path of travel as well as an opportunity for longer lasting trees.



New planters are shown as 7' x 7' red square outlines at 20' on center.
Mature canopy outline of the new trees are shown as brown circles.

MEMORANDUM

DATE: Dec. 13, 2013
TO: Zuhair Amawi
FROM: Duane Goosen
SUBJECT: R Street Improvements, (North Side) 14th to 15th Streets

Inspection

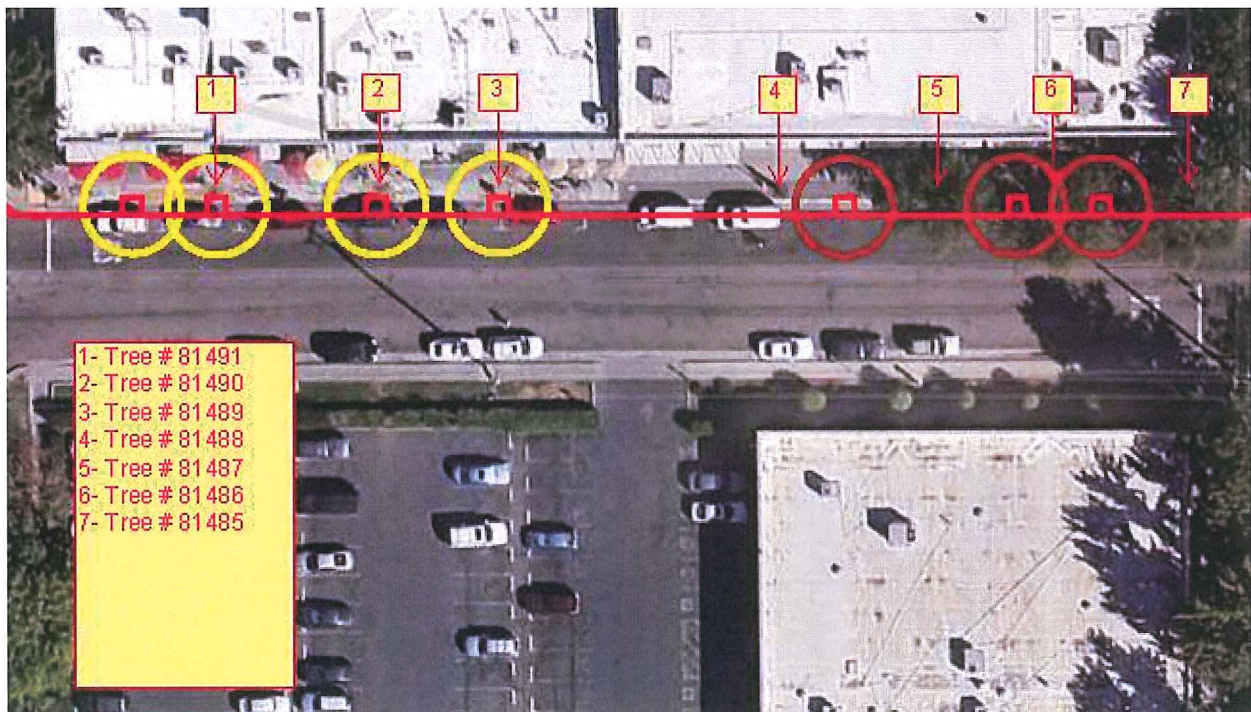
- Three recently replanted tupelo trees (*Nyssa sylvatica*) are located on the north side of R Street between 14th and 15th Street. They are within the right of way, and are in good condition. (City trees # 81488, 81489, and 81490). Further east is one three to five year old European Hornbeam, (*Carpinus betulus* 'Fastigiata').
- Based on Sacramento City Code (12.56 – Trees Generally), the trees are considered Street Trees
- Based on Sacramento City Code (12.64 – Heritage Trees), the trees are not considered heritage trees.

Comments

- The trees are less than one tenth of their typical mature size and are planted in a five and one half foot wide planter which does not provide a sufficient opening for the selected species. Concrete lifting, extensive root pruning and premature removal will occur if the trees remain in place.
- Proposed street and sidewalk improvement work around the planters will negatively impact the trees and the current tree locations restrict future improvements and pedestrian circulation. It appears that the new right of way improvements can include new street tree planters that will better accommodate dining encroachment and the pedestrian path of travel.
- As "Street Trees" Sacramento City Code (12.56 – Trees Generally) requires that the trees be posted for public notice, and the decision to remove them is subject to appeal.
- The proposed sidewalk improvements include the option of adding 7' x 7' tree planters further from the building and adjacent to the curb. If included, planters will be irrigated and new trees will have a much greater chance of reaching maturity.

Recommendation

- Urban Forestry staff recommends removal and replacement of the trees at the time of construction of this phase of the R Street Improvements. Given the existing planting location constraints and anticipated construction impacts, we do not recommend preservation.
- Replanting to provide a similar tree component within the project is important to maintain canopy coverage and offset the impact to neighboring residents and property owners. Given the generous space for the sidewalk, Urban Forestry recommends at minimum four planters with an opening of 7 x 7 feet to replace the trees with new trees that will not conflict with existing or proposed infrastructure. This layout accommodates a wide path of travel as well as an opportunity for longer lasting trees.



Trees 1, 2, 3 and 4 are the existing trees listed for this memorandum.
New planters are shown as 7' x 7' red square outlines at 20' on center where possible.
Mature canopy outlines of the new trees are shown as yellow circles.

MEMORANDUM

DATE: Dec. 13, 2013
TO: Zuhair Amawi
FROM: Duane Goosen
SUBJECT: R Street Improvements, (North Side) 14th to 15th Streets

Inspection

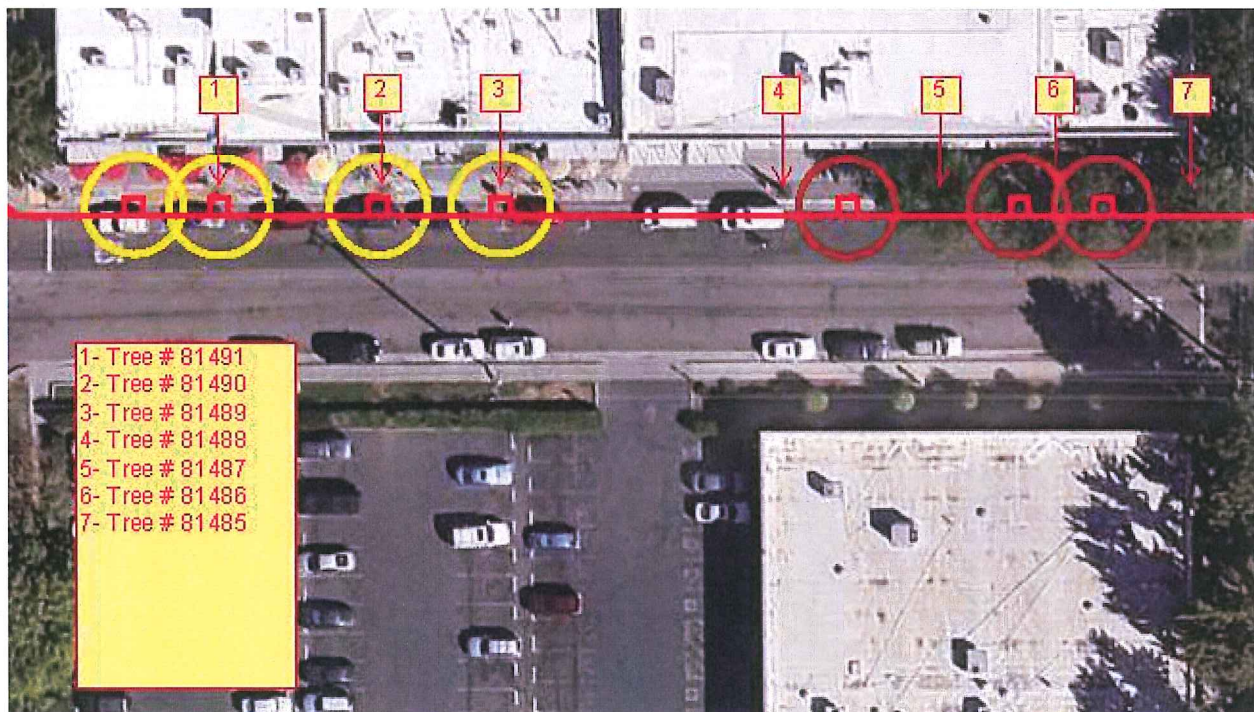
- Three Chinese elm trees (*Ulmus parvifolia*) are located on the north side of R Street between 14th and 15th Street. They are within the right of way, and are in fair condition. (City trees # 81487, 81486, and 81485).
- Based on Sacramento City Code (12.56 – Trees Generally), the trees are considered Street Trees
- Based on Sacramento City Code (12.64 – Heritage Trees), the trees are not considered heritage trees.

Comments

- The trees are less than half their typical mature size and are planted in a five and one half foot wide planter which does not provide a sufficient opening for this species. Concrete lifting, extensive root pruning and premature tree removal are likely if these elms remain in place. This species has a high rate of limb failure, can become very large and the subject trees are planted less than five feet from buried high voltage lines.
- Proposed street and sidewalk improvement work within the tree drip line area is likely to negatively impact the trees and the current tree locations restrict future improvements and pedestrian circulation. It appears that the new right of way improvements can include new street tree planters that will better accommodate existing dining encroachment and the pedestrian circulation.
- As “Street Trees” Sacramento City Code (12.56 – Trees Generally) requires that the trees be posted for public notice, and the decision to remove them is subject to appeal.
- The proposed sidewalk improvements include the option of adding space for tree planters further from the building and adjacent to the curb. If included, planters will be irrigated and new trees will have a much greater chance of reaching maturity. Species selection will include trees less likely to conflict with nearby buried high voltage lines.

Recommendation

- Urban Forestry staff recommends removal and replacement of the trees at the time of construction of this phase of the R Street Improvements. Given the potential size, existing planting location constraints and anticipated construction impacts, we do not recommend preservation.
- Replanting to provide similar canopy coverage within the project is important to maintain canopy coverage and offset the impact to neighboring residents and property owners. Given the generous space for the sidewalk, Urban Forestry recommends at minimum three planters with an opening of 7 x 7 feet to replace the trees with new smaller trees that will not conflict with existing or proposed infrastructure. This layout accommodates a wide path of travel as well as an opportunity for longer lasting trees.



Chinese elms 5, 6 and 7 are the existing trees listed for this memorandum. New planters are shown as 7' x 7' red square outlines at 20' on center wherever possible. Mature canopy outlines of the new trees are shown as brown circles.

MEMORANDUM

DATE: Dec. 13, 2013
TO: Zuhair Amawi
FROM: Duane Goosen
SUBJECT: R Street Improvements, (North Side) 15th to 16th Streets

Inspection

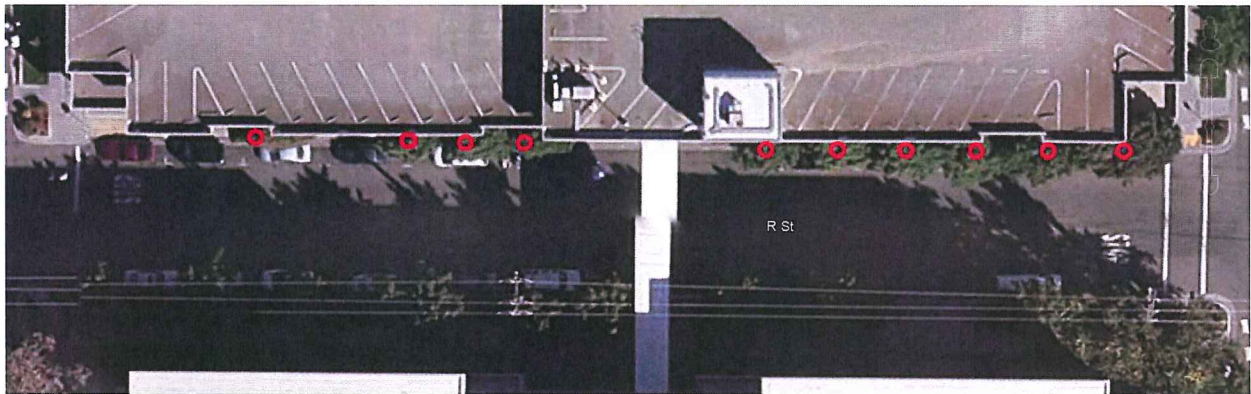
- Ten yew pine (*Podocarpus gracilior*) trees are located on the north side of R Street between 15th and 16th Street. They are within the right of way, and are in good to fair condition. (These city trees do not currently have asset numbers).
- Based on Sacramento City Code 12.56 – Trees Generally, the trees are considered Street Trees
- Based on Sacramento City Code 12.64 – Heritage Trees, the trees are not considered heritage trees.

Comments

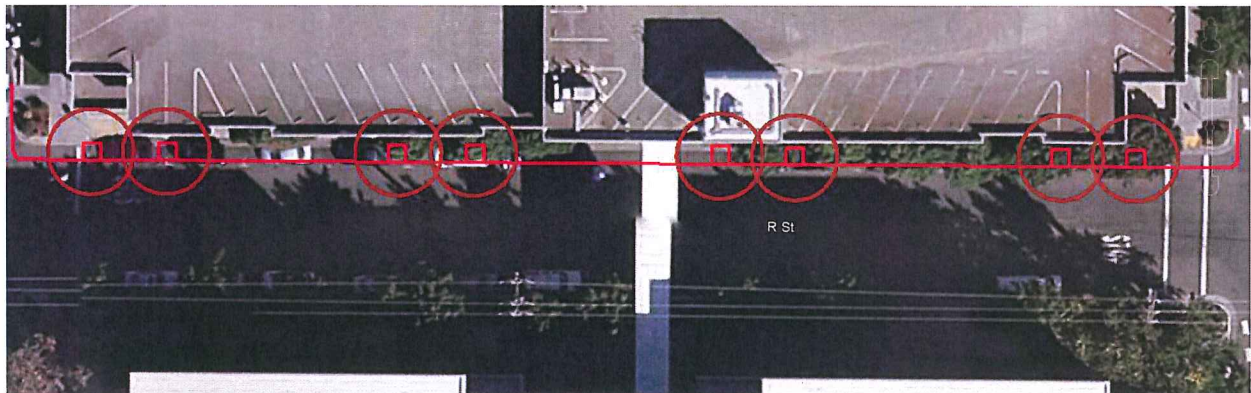
- The trees are near their typical mature size with trunks from 16” to 22” in diameter and are planted in an eight foot wide planter. Trunk faces of the trees are four to six feet from the wall of a parking structure and one to three feet from the city sidewalk. The owner of the property to the north has indicated that roots from these city trees have damaged the parking structure wall.
- Proposed street and sidewalk improvement work within the tree drip line area is likely to negatively impact the trees and the current tree locations restrict future improvements and pedestrian circulation. It appears that the new right of way improvements can include new street tree planters that will better accommodate the pedestrian path of travel.
- As “Street Trees” (Sacramento City Code 12.56 – Trees Generally) requires that the trees be posted for public notice, and the decision to remove them is subject to appeal.
- The proposed sidewalk improvements include the option of adding space for tree planters further from the building and adjacent to the curb. If included, planters will be irrigated and new trees will have a much lower chance of conflicting with the parking structure or city sidewalks.

Recommendation

- Urban Forestry staff recommends removal and replacement of the trees at the time of construction of this phase of the R Street Improvements. Given existing planting location constraints and anticipated construction impacts, we do not recommend preservation.
- Replanting to provide similar tree component within the project is important to maintain canopy coverage and offset the impact to neighboring residents and property owners. Given the generous space for the sidewalk, Urban Forestry recommends at minimum eight planters with an opening of 7 x 7 feet to replace the trees with new trees that will not conflict with existing or proposed infrastructure. This layout accommodates a wide path of travel as well as an opportunity for longer lasting trees.



Red circles above note locations of ten existing Podocarpus trees recommended for removal.



New planters above are shown as 7' x 7' red square outlines at 20' on center wherever possible. Mature canopy outlines of the new trees are shown as brown circles.