

PROPOSED MITIGATED NEGATIVE DECLARATION

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

Meadowview Road and 24th Street Streetscape Improvements Project (#T151455000) - The proposed project alignment extends along Meadowview Road, from Freeport Blvd to the Light Rail Station at Detroit Blvd and along 24th Street from Meadowview Road north to Florin Road, approximately two miles. Development of the project would result in improvements including the construction of separated sidewalks on both 24th Street and Meadowview Road, a landscaped median, and turn pockets on Meadowview Road, widened bike lanes, an urban design feature at Meadowview Road and 24th Street intersection, the construction of a two lane roundabout at the intersection of 24th Street, 24th Street Bypass, and 25th Street, and the installation of pavement treatments at existing intersections and crosswalks.

The Lead Agency is the City of Sacramento. The City of Sacramento, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that there is no substantial evidence that the project, with mitigation measures as identified in the attached Initial Study, will have a significant effect on the environment. This Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. An Environmental Impact Report is not required.

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

MEADOWVIEW ROAD AND 24TH STREET STREETScape IMPROVEMENTS PROJECT (PROJECT #T151455000)

Initial Study / Mitigated Negative Declaration for Anticipated Subsequent Projects under the
2035 General Plan Master EIR

This Initial Study has been prepared by the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, California 95811, pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 *et seq.*), 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, sponsor, 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 General Plan Master EIR for the 2035 General Plan.

Section IV Environmental Factors Potentially Affected: Identifies which environmental factors were determined to have additional significant environmental effects.

Section V Determination: States whether environmental effects associated with development of the proposed project are significant, and what, if any, added environmental documentation may be required.

Section VI References Cited: Identifies source materials that have been consulted in the preparation of the Initial Study.

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I. BACKGROUND

Project Name and File Number:	Meadowview Road and 24 th Street Streetscape Improvements Project (Project #T151455000)
Project Location:	The project alignment extends along Meadowview Road, from Freeport Boulevard to the Light Rail Station at Detroit Boulevard, and along 24 th Street from Meadowview Road north to Florin Road, within the City of Sacramento, Sacramento County, California
Project Applicant:	City of Sacramento Department of Public Works 915 I Street, 2 nd Floor Sacramento, California 95814
Project Manager:	Cecilyn Foote, Associate Civil Engineer
Environmental Planner:	Dana Mahaffey, Associate Planner
Environmental Consultant:	Foothill Associates
Date Initial Study Completed:	July 13, 2016

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

The City of Sacramento, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that the proposed project is an anticipated subsequent project identified and described in the *2035 General Plan Master EIR* (General Plan MEIR) 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 2035 General Plan. See CEQA Guidelines Section 15176 (b) and (d).

The City has prepared the attached Initial Study to (a) review the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the 2035 General Plan MEIR to determine their adequacy for the project (see 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 General Plan MEIR 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 General Plan MEIR process, the City is required to incorporate all feasible mitigation measures or feasible alternatives appropriate to the project as set forth in the General Plan MEIR (CEQA Guidelines Section 15177(d)). The General Plan MEIR mitigation measures that are identified as appropriate are set forth in the applicable technical sections

below. Policies included in the 2035 General Plan that reduce significant impacts identified in the General Plan MEIR are identified and discussed in the General Plan MEIR.

This analysis incorporates by reference the general discussion portions of the 2035 General Plan MEIR (CEQA Guidelines Section 15150(a)). The General Plan MEIR is 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://www.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 as of July 13, 2016. 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 August 12, 2016.

Please send written responses to:

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

II. PROJECT DESCRIPTION

Project Location

Improvements are proposed within an alignment extending along Meadowview Road, from Freeport Boulevard to the Light Rail Station at Detroit Boulevard, and along 24th Street from Meadowview Road north to Florin Road, within the City of Sacramento, Sacramento County, California, Township 7 North, Range 4 East, within portions of Sections 1, 11, and 12, and Range 5 East, within portions of Sections 6 and 7 on the *Clarksburg and Florin, California* U.S.

Geological Survey (USGS) 7.5-minute topographic quadrangles. The approximate location of the project site is 38° 28' 53.24" North and 121° 28' 49.24" West, NAD 83, State Plane Zone CA II (Project Site) (**Figure 1**).

Environmental Setting

General Plan Land Use Determination and Zoning Designation

The Project Site encompasses approximately 35 acres within areas designated in the City of Sacramento General Plan as Commercial/Office, Medium Density Residential, Low Density Residential, and Public/Quasi Public (**Figure 2**) (City of Sacramento 2015a). The Project Site is allocated almost entirely within existing City right-of-way designated as Meadowview Road and 24th Street. As shown on **Figure 3**, surrounding lands include parcels zoned as Commercial, Hospital, Office Business, Low Density Residential, Low to Medium Density Residential, High Density Residential, Residential – Mixed Use, and Shopping Center by the City of Sacramento (City of Sacramento 2015a).

Surrounding Land Uses

The Project Site is located within an urbanized area of the City, approximately 0.3 miles northeast of Interstate 5 and approximately 2.2 miles west of Highway 99.

Land uses immediately adjacent to the Project Site are primarily characterized by Residential, Commercial, and Public/Quasi-Public land uses.

Project Background

The City of Sacramento is proposing to improve driving, bicycling, and pedestrian accessibility on Meadowview Road and 24th Street, while also making Meadowview Road more attractive. Meadowview Road and 24th Street are predominately characterized by older single-family suburban residences with scattered concentrations of apartments and has been experiencing economic decline for several years. To revitalize the area, the City has invested in public facilities, adopted transit oriented development plans, and implemented elements of the *Meadowview Urban Design Plan* through a combination of City and private development projects. Implementation of the currently proposed Meadowview Road and 24th Street Streetscape Improvements Project would construct the final segment of the *Meadowview Urban Design Plan*.

Meadowview Road is currently a four-lane road that begins at the interchange of Interstate 5 and continues east until it crosses over the Light Rail tracks. Right-of-way widths vary between 75 and 135 feet. The typical roadway cross-section for Meadowview Road involves two travel lanes in each direction separated by a stripped median. The roadway includes Class II bike lanes, a rolled curb, and an attached 4.5-foot sidewalk. 24th Street is a four lane road with two travel lanes in each direction, Class II bike lanes, rolled curbs, and attached 4.5-foot sidewalks. Right-of-way for this roadway is defined by the outer edge of the sidewalk.

Meadowview Urban Design Plan

The *Meadowview Urban Design Plan* (MUDP) was completed in August 2003. The MUDP was developed to provide guidelines for the ongoing revitalization and beautification of the Meadowview community. Portions of the MUDP have been accomplished through both private development activity as well as capital projects. The Meadowview Road and 24th Street Streetscape Improvements Project is the final project to complete the vision originally described in the MUDP, with emphasis on separating sidewalks and vertical curbs on Meadowview Road, constructing raised medians, and focusing on 24th Street.

1.3.2 Public Participation

Public outreach will occur throughout the duration of the project. The Meadowview Road and 24th Street Streetscape Improvements Project (Proposed Project) includes a community engagement program to inform and involve the community throughout the process. The City hosted a Community Open House meeting on Thursday, June 4, 2015 to provide the community with an opportunity to provide input and receive an update on the status of the project. Over thirty community members attended the meeting and provided feedback on the project.

Project Purpose and Objectives

The Meadowview Road and 24th Street Streetscape Improvements Project would improve pedestrian and bicycle travel safety throughout the corridor through the construction of separated sidewalks and bicycle improvements, as well as a crosswalk and pavement treatments. The project would also provide increased accessibility to the Light Rail Station located at 3393 Meadowview Road. In addition, landscaped medians and urban design features would serve as beautification and “place-making” features creating a sense of community within the corridor.

Proposed improvements would provide community members with safe, reliable, and continuous pedestrian and bicycle routes within the corridor, and to improve access to the Light Rail Station.

Project Components

The project alignment encompasses 24th Street from Meadowview Road north to Florin Road, extending approximately one mile, and along Meadowview Road from Freeport Boulevard to the Light Rail Station at Detroit Boulevard, approximately two miles. Development of the Proposed Project would result in improvements including the construction of separated

sidewalks on both 24th Street and Meadowview Road (consistent with City Code 18.04.190), a landscaped median, and turn pockets on Meadowview Road, widened bike lanes, an urban design feature at Meadowview Road and 24th Street intersection, the construction of a two lane roundabout at the intersection of 24th Street, 24th Street Bypass, and 25th Street, and the installation of pavement treatments at existing intersections and crosswalks. Where feasible, separated sidewalks consisting of 6-foot sidewalks and 8.5-foot planters would be constructed within the project alignment. Where separated sidewalks are infeasible, attached sections pursuant to the *Meadowview Urban Design Plan* would be utilized instead. The Project Site and proposed improvements are shown on **Figure 4**.

Partial right-of-way acquisition is required at several locations throughout the Project Site. Proposed right-of-way has been minimized to the extent feasible, and would not require the relocation of any businesses or residential properties. Several right-of-way acquisition properties include State owned land and federally owned land (APN 053-0010-056, located at 3100 Meadowview Road, owned by the State of California; and APN 053-0010-058, located at 3100 Meadowview Road, owned by the federal government).

Development of the Proposed Project would involve the relocation of utilities within the Sacramento County right-of-way, and may also necessitate the removal of vegetation including several trees along the project alignment.

Construction

Schedule

Construction of the Phase 1 portion of the Proposed Project is anticipated to commence in Spring 2017 and would continue through November 2017.

Subsequent phases would be constructed under an anticipated 10-year timeframe, as funding becomes available.

Construction Activities

Proposed construction activities are anticipated to consist of the following individual tasks:

- Traffic control;
- Clearing and grubbing;
- Trenching for storm drainage;
- Excavation/grading/compacting;
- Signal modifications/Electrical work;
- Forming and pouring concrete;
- Landscaping;
- Pavement work (overlays, microsurfacing); and
- Striping.

Ground Disturbance

The maximum area of daily ground disturbance is anticipated at 7,500 square feet.

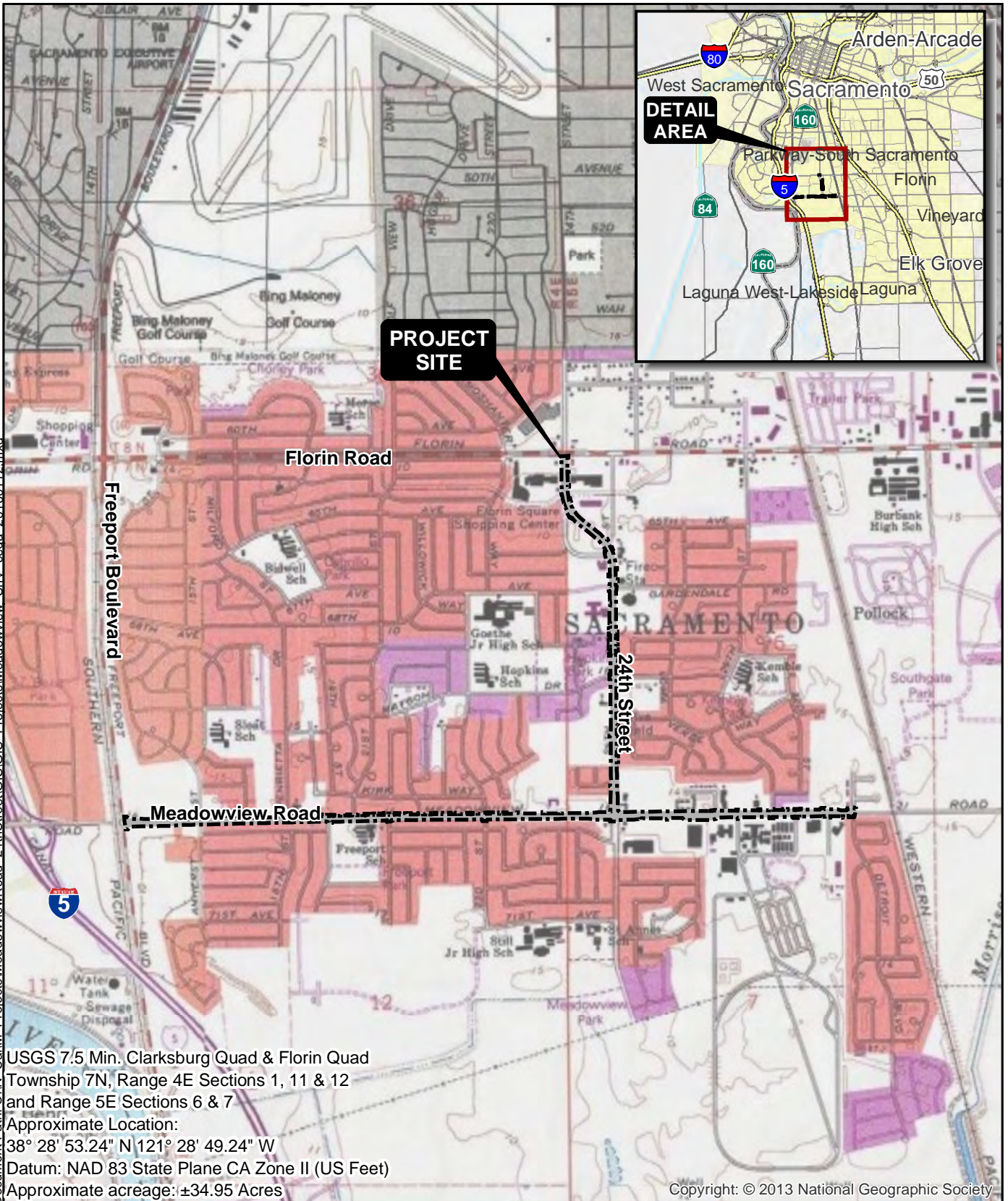
Staging Areas

Staging areas would be the responsibility of the contractor. Several potential staging areas are identified in **Figure 4**.

Construction Access

Through traffic would be accommodated throughout construction pursuant to a Traffic Control Plan to be prepared by the contractor.

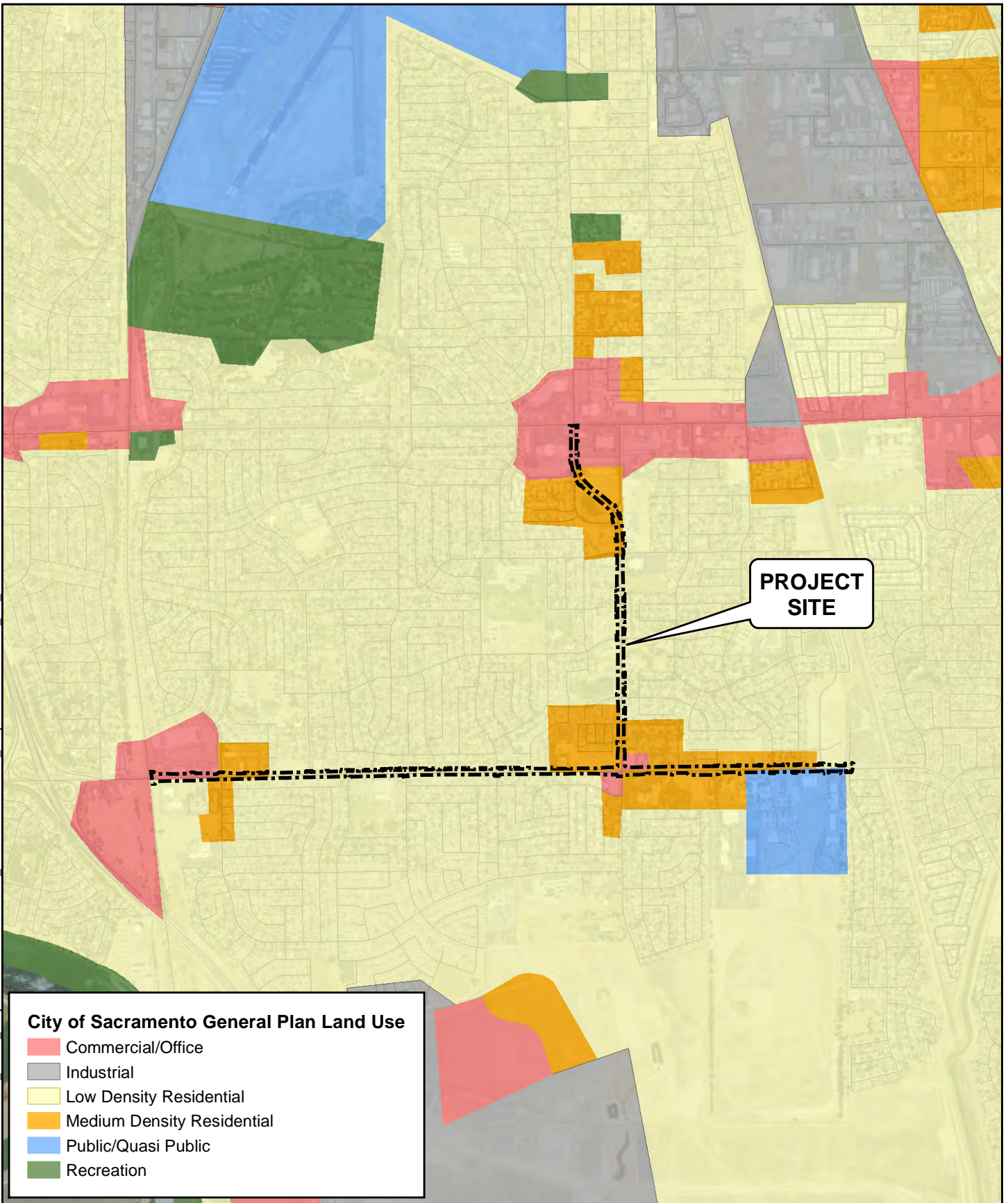
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MEADOWVIEW ROAD/24TH STREET STREETSCAPE IMPROVEMENTS SITE AND VICINITY

<p>ENVIRONMENTAL CONSULTING • PLANNING • LANDSCAPE ARCHITECTURE</p> <p>© 2016</p>		<p>0 1000 2000 FEET 1:24,000</p>	<p>Drawn By: MUB Date: 06/27/2016</p>	<p>FIGURE 1</p>
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City of Sacramento General Plan Land Use

- Commercial/Office
- Industrial
- Low Density Residential
- Medium Density Residential
- Public/Quasi Public
- Recreation

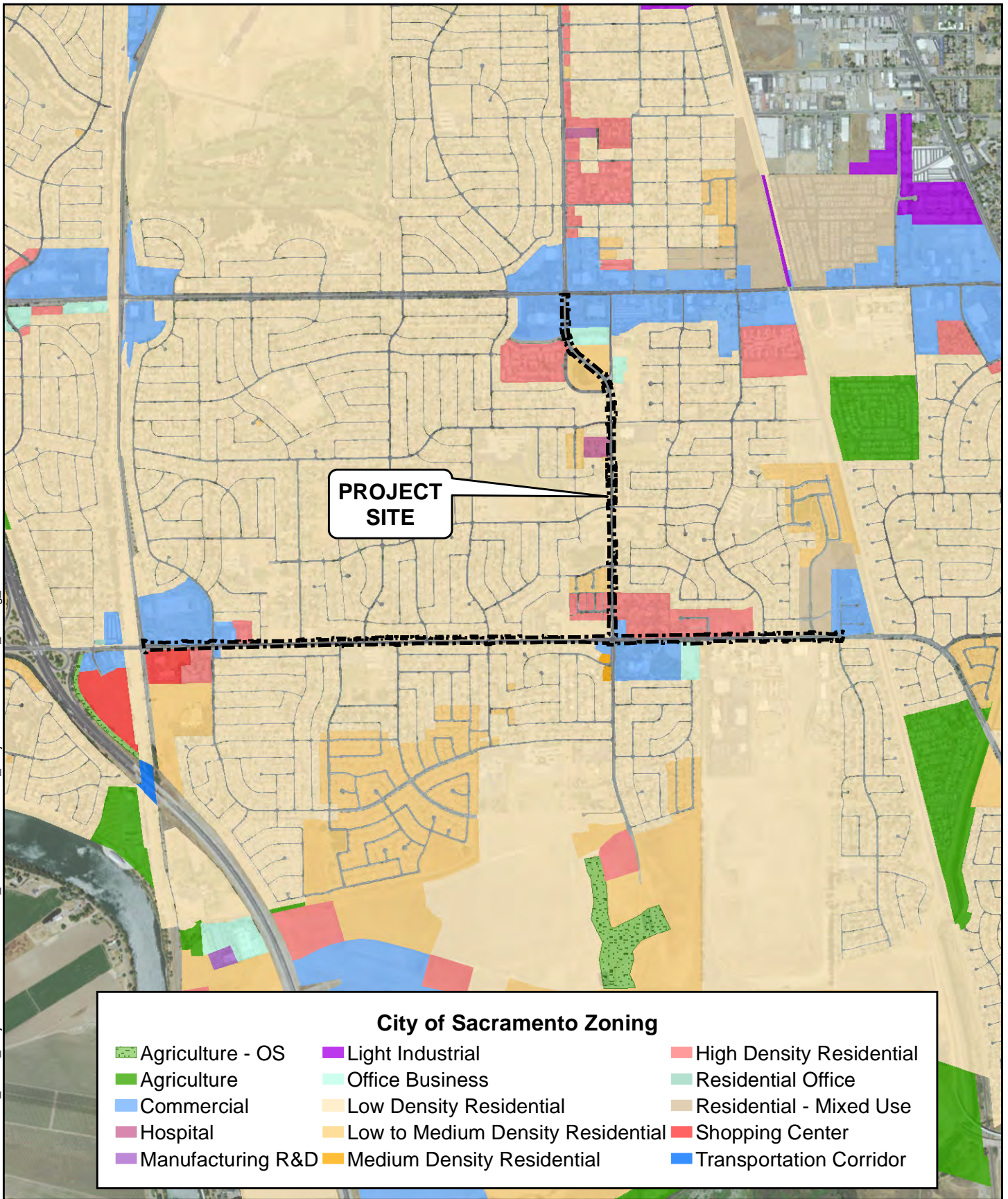
MEADOWVIEW ROAD/24TH STREET STREETScape IMPROVEMENTS LAND USE



0 1,000 2,000
Feet
1 inch = 2,000 feet

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FIGURE 2



MEADOWVIEW ROAD/24TH STREET STREETSCAPE IMPROVEMENTS ZONING



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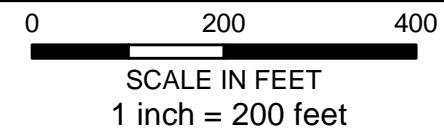
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MEADOWVIEW ROAD / 24TH STREET STREETScape IMPROVEMENTS



MAP SHEET: A

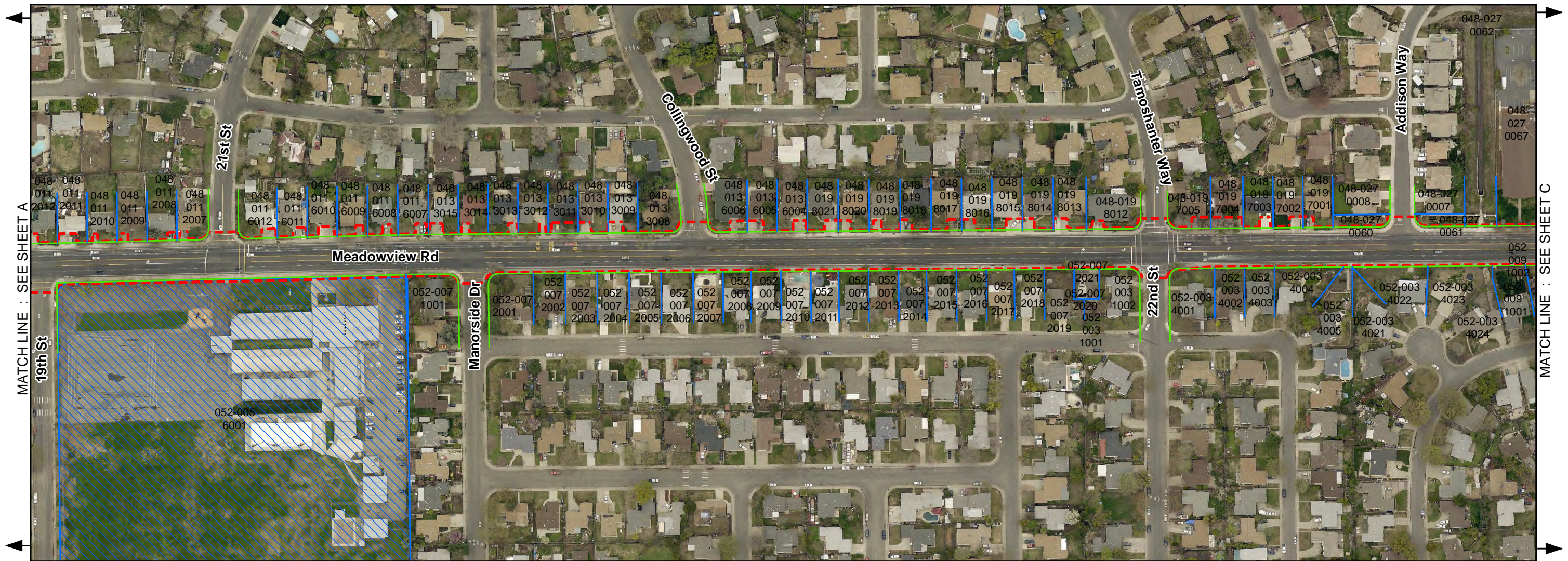
- Survey-Boundary-Property Line Adjacent
- Survey-Boundary-Right of Way
- Area of Potential Effect
- Potential Staging Area
- Publicly-Owned Lands



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FIGURE 4

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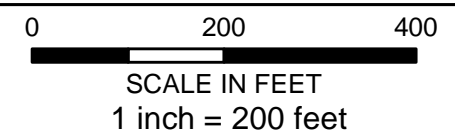
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MEADOWVIEW ROAD / 24TH STREET STREETScape IMPROVEMENTS



MAP SHEET: B

- Survey-Boundary-Property Line Adjacent
- Survey-Boundary-Right of Way
- Area of Potential Effect
- Potential Staging Area
- Publicly-Owned Lands

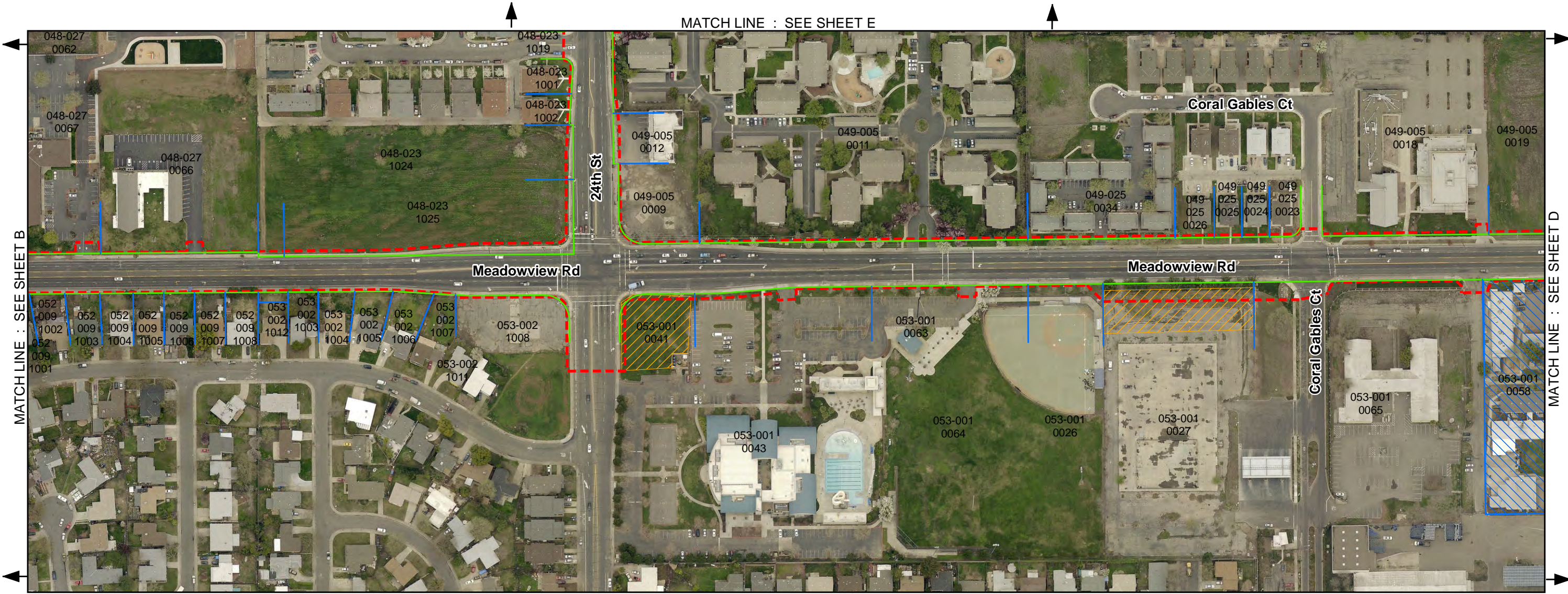


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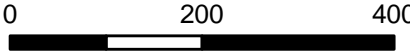
FIGURE 4

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MEADOWVIEW ROAD / 24TH STREET STREETScape IMPROVEMENTS

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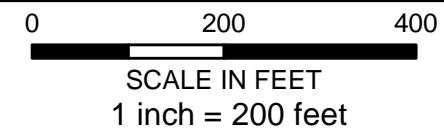


MEADOWVIEW ROAD / 24TH STREET STREETScape IMPROVEMENTS



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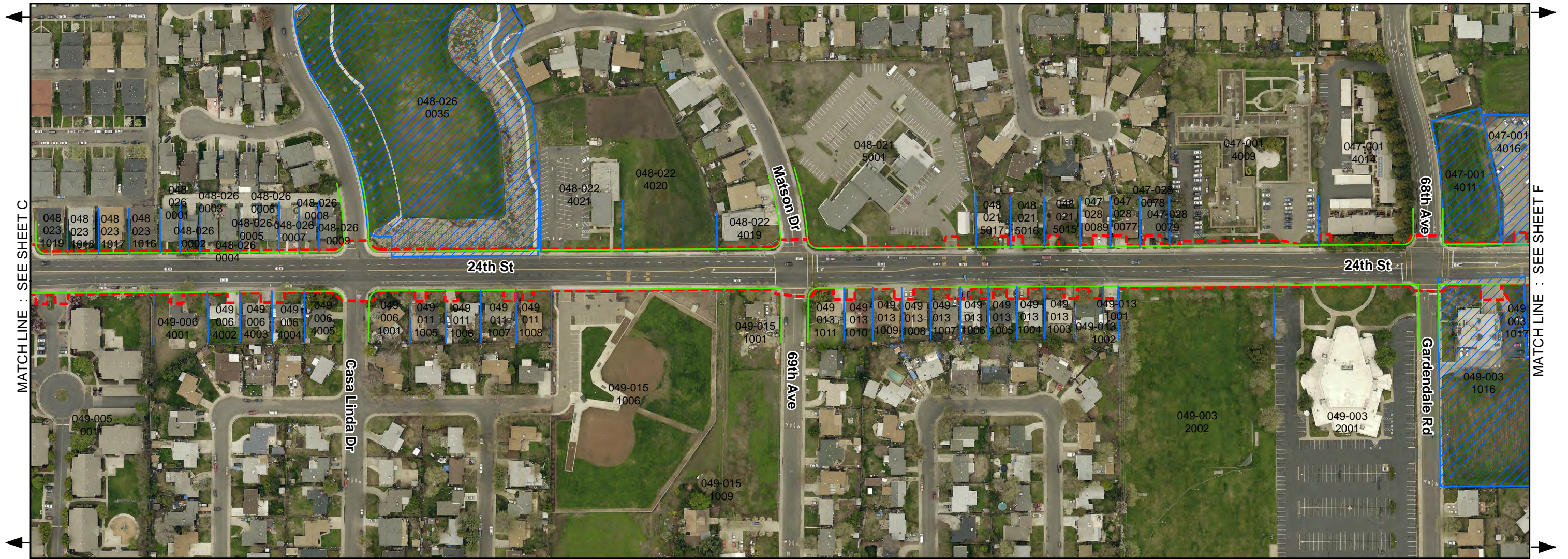
- Survey-Boundary-Property Line Adjacent
- Survey-Boundary-Right of Way
- Area of Potential Effect
- Potential Staging Area
- Publicly-Owned Lands



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FIGURE 4

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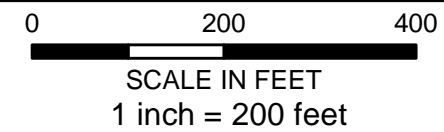
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MEADOWVIEW ROAD / 24TH STREET STREETScape IMPROVEMENTS



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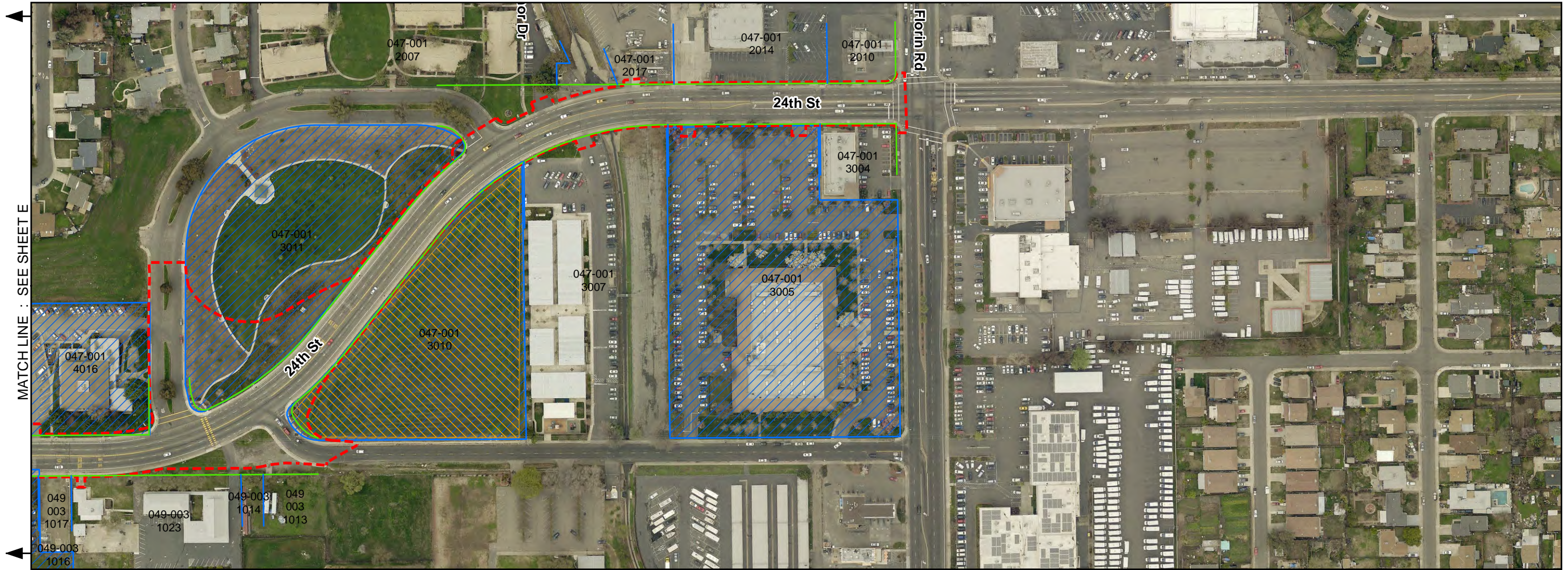
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- Survey-Boundary-Right of Way
- Area of Potential Effect
- Potential Staging Area
- Publicly-Owned Lands



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FIGURE 4

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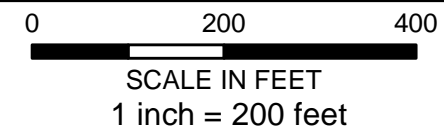


MEADOWVIEW ROAD / 24TH STREET STREETScape IMPROVEMENTS



MAP SHEET: F

- Survey-Boundary-Property Line Adjacent
- Survey-Boundary-Right of Way
- Area of Potential Effect
- Potential Staging Area
- Publicly-Owned Lands



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FIGURE 4

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III. ENVIRONMENTAL CHECKLIST AND DISCUSSION

Land Use, Population and Housing, Agricultural Resources, and Energy

Introduction

The California Environmental Quality Act (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 sections.

This section of the Initial Study 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. This section also discusses agricultural resources and the effect of the project on these resources.

Discussion

Land Use

The Project Site has been designated as Low Density Residential, Commercial/Office, Public/Quasi Public, and Medium Density Residential in the 2035 General Plan (**Figure 2**). Land surrounding existing City right-of-way are zoned as Commercial, Hospital, Office Business, Low Density Residential, Low to Medium Density Residential, High Density Residential, Residential, and Shopping Center (**Figure 3**). Lands within the vicinity of the project alignment include City right-of-way, privately owned land, City owned land, County owned land, State owned land and federally owned land.

The Project Site is located on Meadowview Road and 24th Street in an intensively urbanized portion of the City and is surrounded by residential communities and commercial development, approximately 0.3 miles northeast of Interstate 5 and approximately 2.2 miles west of Highway 99. Development of the Project Site as proposed would improve the existing transportation corridor within Meadowview Road and 24th Street as anticipated in the 2035 General Plan and

the Planning and Development Code, and the proposed development is consistent with these planning policies and regulations.

The potential staging areas for the Proposed Project would be located in vacant lots and would not cause any operational conflicts. The Proposed Project would also require several right-of-way acquisitions within several locations (**Figure 4**). Proposed right-of-way acquisition would not require the relocation of businesses or residential properties. APN 053-0010-056, located at 3100 Meadowview Road is owned by the State of California and APN 053-0010-058, located at 3100 Meadowview Road, is owned by the federal government. However, right-of-way acquisition along these parcels would be minor and not result in any use/operational conflicts between existing and proposed on-site or off-site land uses.

The Proposed Project would provide community members with safe, reliable, and continuous pedestrian and bicycle routes within the Meadowview Road and 24th Street corridors and would provide increased accessibility to the Light Rail Station located at 3393 Meadowview Road.

The Proposed Project is consistent with the *South Area Community Plan*, which focuses on roadway improvements within the Meadowview subarea. Proposed improvements are anticipated and supported by South Area Community Plan Policy SA.LU 1.9, which states the following:

“Meadowview/Mack Road Revitalization. The City shall provide for revitalization of the Meadowview and Mack Road corridors through streetscape improvements (e.g., design and construction of a median, gateways, signage, monuments, and masonry walls to replace blighted fences) and reuse of vacant retail shells.”

In addition, development of the Proposed Project would implement the following transportation-related goals and policies identified in the 2035 General Plan:

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

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

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

Policy M 1.3.2: Eliminate Gaps. The City shall eliminate “gaps” in roadways, bikeways, and pedestrian networks. To this end: a. The City shall construct new multi-modal crossings of the

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

Policy M 1.3.3: Improve Transit Access. The City shall support the Sacramento Regional Transit District (RT) in addressing identified gaps in public transit networks by working with RT to appropriately locate passenger facilities and stations, providing and maintaining pedestrian walkways and bicycle access to transit stations and stops, and dedicating public rights of way as necessary for transit-only lanes, transit stops, and transit vehicle stations and layover.

Policy M 1.3.5: Connections to Transit Stations. The City shall provide and improve connections to transit stations by identifying, roadways, bikeways and pedestrian improvements within a walking distance (½-mile) of existing and planned transit stations. Such improvements shall emphasize the development of complete streets.

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

Goal M 3.1: Safe, Comprehensive, and Integrated Transit System. Create and maintain a safe, comprehensive, and integrated transit system as an essential component of a multi-modal transportation system.

Goal M 4.1: Street and Roadway System. Create a context-sensitive street and roadway system that provides access to all users and recognizes the importance that roads and streets play as public space. As such, the City shall strive to balance the needs for personal travel, goods movement, parking, social activities, business activities, and revenue generation, when planning, operating, maintaining, and expanding the roadway network.

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

Policy M 4.2.1: Accommodate All Users. The City shall ensure that all new roadway projects and any reconstruction projects designate sufficient travel space for all users including bicyclists, pedestrians, transit riders, and motorists except where pedestrians and bicyclists are prohibited by law from using a given facility.

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

bikeways (e.g. Class II and III bike lanes, bicycle boulevards, separated bicycle lanes and/or parallel multi-use pathways).

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

Goal M 4.3: Neighborhood Traffic. Enhance the quality of life within existing neighborhoods through the use of neighborhood traffic management and traffic calming techniques, while recognizing the City’s desire to provide a grid system that creates a high level of connectivity.

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

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

Policy LU 2.6.1: Sustainable Development Patterns. The City shall promote compact development patterns, mixed use, and higher-development intensities that use land efficiently; reduce pollution and automobile dependence and the expenditure of energy and other resources; and facilitate walking, bicycling, and transit use.

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

Policy LU 4.2.1: Enhanced Walking and Biking. The City shall pursue opportunities to promote walking and biking in existing suburban neighborhoods through improvements such as:

- Introducing new pedestrian and bicycle connections;
- Adding bike lanes and designating and signing bike routes;
- Narrowing streets where they are overly wide;
- Introducing planting strips and street trees between the curb and sidewalk; and
- Introducing traffic.

Therefore, based on the information above the Proposed Project is compatible with land use as anticipated by the 2035 General Plan.

Agricultural Resources

The General Plan MEIR discussed the potential impact of development under the 2035 General Plan on agricultural resources in Chapter 4.1. In addition to evaluating the effect of the General Plan on sites within the City, the General Plan MEIR noted that to the extent the 2035 General Plan accommodates future growth within the City limits, the conversion of farmland outside the City limits is minimized (General Plan MEIR, Impact 4.1-2; p. 4.1-4). The General Plan MEIR concluded that the impact of the 2035 General Plan on agricultural resources within the City was less than significant.

According to the 2012 California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) data, the boundaries of the Project Site include 0.22-acre of Farmland of Local Importance and 36.97-acres of Urban and Built-Up Land (**Figure 5**). The Farmland of Local Importance is mapped on two currently undeveloped parcels west of the Light Rail Station and anticipated as possible staging sites for the Proposed Project. Project-related staging on these parcels would be short-term and temporary and would not have a significant impact on farmland potential. Partial right-of-way acquisitions would also occur on each of the two Farmland of Local Importance parcels along the Meadowview Road frontage. A minimal amount of property would be acquired from each parcel, and would not hinder the farming potential. No ongoing farming practices are currently implemented on the 0.22-acre of Farmland of Local Importance designated within the Project Site and project development would not hinder the farmland potential of these parcels.

The Project Site is not zoned for agricultural uses, and there are no Williamson Act contracts for parcels within the Project Site. No existing agricultural or timber-harvest uses are located on or in the vicinity of the Project Site. Therefore, based on the information above the Proposed Project would not have an impact on agricultural or forest resources within the City of Sacramento.

Energy

The 2035 General Plan includes policies (see Policies U 6.1.9 through 6.1.16) to encourage the spread of energy-efficient technology by offering rebates and other incentives to commercial and residential developers, and recruiting businesses that research and promote energy conservation and efficiency.






Policies U 6.1.6 through 6.1.8 focus on promoting the use of renewable resources, which would reduce the cumulative impacts associated with the use of non-renewable energy sources. In addition, Policies U 6.1.10 and 6.1.14 call for the City to work closely with utility providers and industries to promote new energy conservation technologies.

The General Plan MEIR evaluated the potential impacts on energy and concluded that anticipated effects would be less than significant (see General Plan MEIR Impact 4.11-6). The

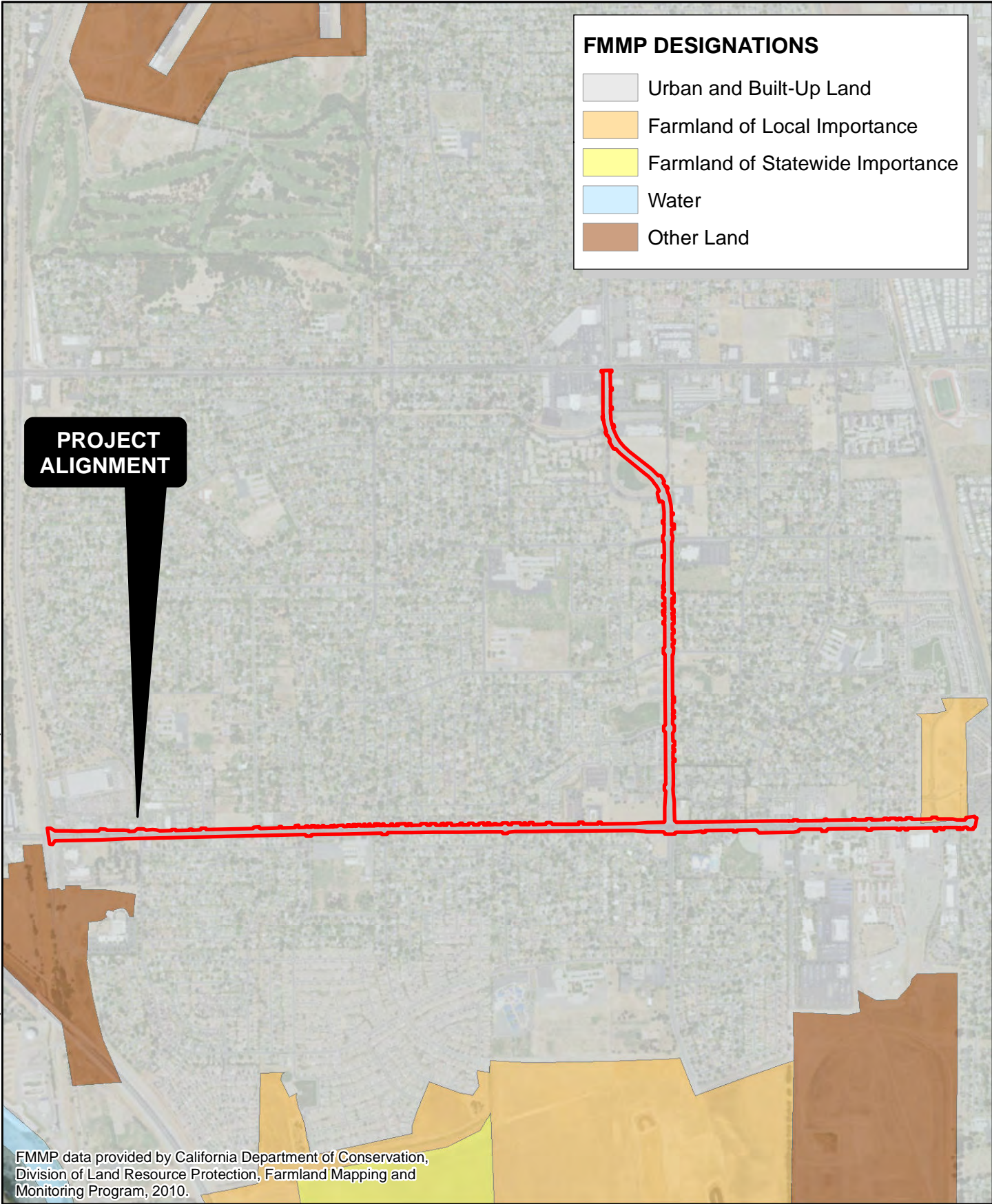
Proposed Project would require fuels for construction equipment. Following construction, the only additional energy source that would be required is landscaping equipment, as the Proposed Project would not increase traffic through the Project Site. As detailed above under the **Land Use** discussion, project development would implement numerous transportation-related goals and policies relevant to increasing opportunities for transit access, multi-modal transportation, creating bicycle and pedestrian accessibility, closing transportation gaps, and developing a complete street environment within the Meadowview Road and 24th Street corridors. Therefore, the Proposed Project would not result in any impacts not identified and evaluated in the General Plan MEIR.

Document Path: O:\N_CalM_Projects\MeadowviewRoad_24thStreet\GIS\Projects\Meadowview_FMMP_20150403.mxd

FMMP DESIGNATIONS

-  Urban and Built-Up Land
-  Farmland of Local Importance
-  Farmland of Statewide Importance
-  Water
-  Other Land

PROJECT ALIGNMENT

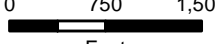


FMMP data provided by California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, 2010.

FARMLAND

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0 750 1,500

 Feet
 1 inch = 1,500 feet

Drawn By: MUB
Date: 06/27/2016

FIGURE 5

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Aesthetics, Light, and Glare

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

Environmental Setting

The Project Site is characterized by intensive urban development. The Project Site is surrounded by residential and commercial land uses. Meadowview Road is a four-lane road and the typical cross-section involves two travel lanes in each direction separated by a striped median. The roadway includes Class II bike lanes, a rolled curb, and attached 4.5-foot sidewalks. 24th Street is a four lane road with two travel lanes in each direction, Class II bike lanes, and attached 4.5-foot sidewalks. The Proposed Project would implement a “complete streets” strategy for local beautification by installing landscaped medians and urban design features making Meadowview Road and 24th Street corridors more attractive, implementing revitalization of the community and creating a sense of “place” for residents.

Summary of Analysis under the 2035 General Plan MEIR, Including Cumulative Impacts, Growth Inducing Impacts, and irreversible Significant Effects

The General Plan MEIR described the existing visual conditions in the General Plan policy area, and the potential changes to those conditions that could result from development consistent with the 2035 General Plan (See General Plan MEIR, Chapter 6.13, Urban Design and Visual Resources).

The General Plan MEIR identified potential impacts for glare (Impact 6.13-1). Mitigation Measure 6.13-1, set forth below, was identified to reduce the effect to a less-than-significant level.

Light cast onto oncoming traffic or residential uses was identified as a potential impact (Impact 6.13-2). The General Plan MEIR 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.

Development of the Proposed Project would implement the following 2035 General Plan Goal and Policy:

Goal LU 6.1: Corridors. Support the development of major circulation corridors that balance their vehicular function with a vibrant mix of uses that contribute to meeting local and Citywide needs for retail, services, and housing; and provide pedestrian-friendly environments that serve as gathering places for adjacent neighborhoods.

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

- On-street parking between sidewalk and travel lanes;
- Few curb cuts and driveways;
- Enhanced pedestrian street crossings;
- Building entrances oriented to the street;
- Transparent ground floor frontages;
- Street trees, ζ streetscape furnishings; and
- Pedestrian-scaled lighting and signage.

Mitigation Measures from 2035 General Plan MEIR that Apply to the Project

There are no mitigation measures from the 2035 General Plan MEIR related to Aesthetics, Light, and Glare that apply to the Proposed Project.

General Plan Policies Considered Mitigation

There are no General Plan policies considered mitigation for this project.

Standards of Significance

The significance criteria used to evaluate the project impacts to aesthetics are based on Appendix G of the *California Environmental Quality Act Guidelines*, thresholds of significance adopted by the City in applicable general plans and previous environmental documents, and professional judgment. A significant impact related to aesthetics would occur if the project would:

- Substantially degrade the existing visual character or quality of the site and its surroundings;
or
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Answers to Checklist Questions

a) *Create a source of glare that would cause a public hazard or annoyance?*

No Impact. The Proposed Project would not create any new sources of light or glare, as proposed improvements would not involve the installation of any lighting features and would not increase traffic-related or other vehicle-related lights in the project vicinity. No public hazards or annoyance, or any new light sources affecting residents or traffic would occur related to proposed improvements. Therefore, **no impact** would result from development of the Proposed Project.

b) *Create a new source of light that would be cast onto oncoming traffic or residential uses?*

No Impact. See response for *Checklist Question a*).

c) *Substantially degrade the existing visual character of the site or its surroundings?*

No Impact. The Proposed Project would not degrade the existing visual character of the site or its surroundings. Consistent with the *Meadowview Urban Design Plan*, the Proposed Project would be part of the ongoing revitalization and beautification of the Meadowview community. The Proposed Project has an emphasis on separating sidewalks and vertical curbs and constructing raised landscaped medians to contribute to beautification of the community. Therefore, there would be **no impact** related to degradation of the existing visual character of the Project Site resulting from development of the Proposed Project.

Mitigation Measures

No mitigation measures are warranted.

Findings

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

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Air Quality

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

Environmental Setting

The Project Site is located within the Sacramento Valley Air Basin. Local and regional air quality management districts, including the Sacramento Metropolitan Air Quality Management District (SMAQMD), are responsible for implementing and enforcing emissions standards and other regulations pursuant to federal and State laws. The Sacramento region’s air districts work jointly with the U.S. Environmental Protection Agency (USEPA), California Air Resources Board (CARB), Sacramento Area Council of Governments (SACGOG), County transportation and planning departments, cities and counties, and multiple non-governmental organizations to

improve air quality through a variety of programs. These programs include the adoption of regulations and policies, as well as implementation of extensive education and public outreach programs, and emissions reducing incentive programs (SMAQMD 2015).

The SMAQMD prepared the 1991 *Air Quality Attainment Plan* (AQAP) as required by the California Clean Air Act of 1988. The AQAP addressed the Sacramento County’s non-attainment status for ozone, carbon monoxide, and particulate matter and was designed to make progress towards attaining the State ozone standard and contained preliminary implementation schedules for control programs on stationary sources, transportation, and indirect sources, and a vehicle/fuels program. SMAQMD has also adopted regulations and programs to minimize pollutant emissions.

In order to evaluate ozone and other criteria pollutant emissions and support attainment goals for those pollutants, the SMAQMD developed the *Guide to Air Quality Assessment in Sacramento County* which has established significance thresholds for emissions of PM_{2.5} and PM₁₀, and ozone precursors – reactive organic gases (ROG) and nitrous oxides (NO_x). The significance thresholds, expressed in pounds per day (lbs./day), are listed below in **Table 1**. These thresholds represent the SMAQMD’s current established thresholds of significance for use in the evaluation of air quality impacts associated with proposed land development projects.

TABLE 1 — SMAQMD MASS EMISSIONS THRESHOLDS OF SIGNIFICANCE

Pollutant	Construction Threshold (lbs./day)	Operational Threshold (lbs./day)
ROG	None	65
NO _x	85	65
PM ₁₀	80 ¹	80 ²
PM _{2.5}	82 ³	82 ⁴

*Source: SMAQMD 2015

Greenhouse gas (GHG) emissions negatively affect the environment through contributing, on a cumulative basis, to global climate change. Atmospheric concentration of GHGs determines the intensity of climate change, with current levels already leading to increases in global temperatures, sea level rise, severe weather, and other environmental impacts. From a CEQA perspective, GHG impacts to global climate change are inherently cumulative (SMAQMD 2015). Due to the inherently cumulative nature of impacts associated with global climate change, a

¹ Assumes all feasible BACT/BMPs are applied.

² Assumes all feasible BACT/BMPs are applied.

³ Assumes all feasible BACT/BMPs are applied.

⁴ Assumes all feasible BACT/BMPs are applied.

project's GHG emissions contribution is typically quantified and analyzed on an annual operational basis.

Summary of Analysis under the 2035 General Plan MEIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

The General Plan MEIR addresses the potential effects of the 2035 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 General Plan MEIR, Chapter 4.2).

Policies in the 2035 General Plan in Environmental Resources were identified as mitigation potential effects of development that could occur under the 2035 General Plan. For example, Policy ER 6.1.1 calls for the City to work with the CARB and the SMAQMD to meet State and federal air quality standards; Policy ER 6.1.2 requires the City to review proposed development projects to ensure that the projects incorporate feasible measures that reduce construction and operational emissions; Policy ER 6.1.10 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 General Plan MEIR found that these policies would lessen impacts on air quality, but the long-term operational emissions of ozone precursors and particulate matter would remain a significant and unavoidable impact (Impact 4.2-3).

The General Plan MEIR identified exposure to sources of toxic air contaminants (TAC) as a potential effect. Policies in the 2035 General Plan would reduce the effect to a less than significant level. The policies include LU 2.7.5, regarding development along freeways, and Policies ER 6.11.2 and ER 6.11.5, referred to above.

The General Plan MEIR found that GHG emissions that would be generated by development consistent with the 2035 General Plan would be a less than significant impact (see Impact 4.14-1). The General Plan MEIR identified numerous policies included in the 2035 General Plan that addressed GHG emissions and climate change, including Policies ER 6.1.05 through ER 6.1.9 (see General Plan MEIR, Chapter 14). Policies identified in the 2035 General Plan include directives relating to sustainable development patterns and practices, and increasing the viability of pedestrian, bicycle, and public transit modes. A complete list of policies addressing climate change is included in the General Plan MEIR in Table 4.14-3.

Mitigation Measures from 2035 General Plan MEIR that Apply to the Project

There are no mitigation measures from the 2035 General Plan MEIR related to Air Quality that apply to the Proposed Project.

General Plan Policies Considered Mitigation

There are no General Plan policies considered mitigation for this project.

Standards of Significance

For purposes of this Initial Study, air quality impacts may be considered significant if construction and/or implementation of the Proposed Project would result in the following

impacts that remain significant after implementation of the General Plan policies or mitigation from the General Plan MEIR:

- 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 standards (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 give 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 standards (i.e., 20.0 ppm) or the 8-hour ambient standards (i.e., 9.0 ppm); or
- Exposure of sensitive receptors to substantial pollutant concentrations.

Ambient air quality standards have not been established for Toxic Air Contaminants (TAC). 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.

A project is considered to have a significant effect relating to GHG emissions if it fails to satisfy the requirements of the City's *Climate Action Plan*.

Answers to Checklist Questions

a) Result in construction emissions of NO_x above 85 pounds per day?

Less Than Significant. The Project Site is located in the City of Sacramento, which is in Sacramento County. Methods used in the air quality analysis of the Meadowview Road and 24th Street Streetscape Improvements Project are consistent with methods specified in the SMAQMD document *Guide to Air Quality Assessment in Sacramento County*.

For criteria pollutant emissions, the SMAQMD guide states:

"...for linear construction projects such as construction of a new roadway, road widening, roadway overpass, levee, or pipeline the District recommends the use of the most recent version of the Roadway Construction Emissions Model. The Roadway Construction Emissions Model is a spreadsheet-based model that is able to use basic project information (e.g., total construction months, project type, total project area) to estimate a construction schedule and quantify NO_x and other exhaust emissions from heavy-duty construction equipment, haul trucks, and worker commute trips associated with linear construction projects, as well as fugitive PM dust."

The Roadway Construction Emissions Model output report for the Meadowview Road and 24th Street Streetscape Improvements Project is attached as **Appendix B**. Additional information on

the Roadway Construction Emissions Model is available at the SMAQMD internet website (SMAQMD 2016).

Short-term, construction-related emissions resulting from project construction were estimated using the Road Construction Emissions Model, a spreadsheet-based model specifically designed to estimate emissions associated with construction of roadway facilities and other linear projects. The model uses basic project information to estimate a construction schedule and quantify exhaust emissions from heavy-duty construction equipment, haul trucks, and worker commute trips, as well as fugitive particulate matter dust (KD Anderson & Associates, Inc. 2016) (**Appendix B**). The pollutant emissions estimated from unmitigated project construction are summarized below in **Table 2**.

TABLE 2 — ESTIMATED MAXIMUM UNMITIGATED PROJECT CONSTRUCTION EMISSIONS

Pollutant	Maximum Project Emissions (lbs./day)	SMAQMD Significance Threshold (lbs./day)
ROG	7.6	None
NO _x	62.9	85
PM ₁₀	5.5	80
PM _{2.5}	3.8	82

Source: KD Anderson & Associates, Inc. 2016, Road Construction Emissions Model (**Appendix B**).

As shown in **Table 2**, project construction-related NO_x emissions are estimated at 62.9 lbs. per day and below the 85 lbs. per day threshold identified by SMAQMD. Therefore, impacts related to construction-related NO_x emissions resulting from development of the Proposed Project are considered **less than significant**.

b) Result in operational emissions of NO_x or ROG above 65 pounds per day?

Less than Significant Impact. Development of the Proposed Project would result in improvements facilitating increased pedestrian and bicycle access, as well as increased accessibility to multi-modal transportation opportunities. As proposed improvements are not expected to generate vehicle trips or increase vehicle miles traveled (VMT) project development is therefore, not expected to affect long-term operational traffic volumes and/or result in operational emissions of NO_x or ROG above established significance thresholds (KD Anderson & Associates, Inc. 2016).

Project development would implement key goals and policies from the 2035 General Plan specifically relevant to air quality, including policies promoting reductions in VMT through, walkable neighborhood design, bicycle facilities and infrastructure, public transportation facilities and infrastructure. Impacts are therefore considered **less than significant**.

- c) *Violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

Less than Significant. See response to *Question a)* and *Question b)*. Both construction-related and operational emissions are anticipated to remain below established thresholds. Therefore, development of the Proposed Project is not anticipated to violate any air quality standards or substantially contribute to an existing or projected air quality violation. Impacts are considered **less than significant**.

- d) *Result in 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?*

Less than Significant. See response to *Question a)* and *Question b)*. Both construction-related and operational emissions are anticipated to remain below established thresholds. Therefore, development of the Proposed Project is not anticipated to result in PM₁₀ concentrations equal to or greater than five percent of the State ambient air quality standard. Impacts are considered **less than significant**.

- e) *Result in CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm)?*

Less than Significant. See response to *Question a)* and *Question b)*. Both construction-related and operational emissions are anticipated to remain below established thresholds.

As proposed improvements are not expected to generate vehicle trips or increase VMT project development is therefore, not expected to affect long-term operational traffic volumes and/or result in operational emissions above established significance thresholds.

Project development would implement key goals and policies from the proposed 2035 General Plan specifically relevant to air quality, including policies promoting reductions in VMT through, walkable neighborhood design, bicycle facilities and infrastructure, public transportation facilities and infrastructure.

Therefore, development of the Proposed Project is not anticipated to result in CO concentrations equal to or greater than five percent of the State ambient air quality standard. Impacts are considered **less than significant**.

- f) *Result in exposure of sensitive receptors to substantial pollutant concentrations?*

Less Than Significant. As proposed improvements are not expected to generate vehicle trips or increase vehicle VMT project development is therefore, not expected to affect long-term operational traffic volumes and/or result in operational emissions above established significance thresholds.

Project development would implement key goals and policies from the proposed 2035 General Plan specifically relevant to air quality, including policies promoting reductions in VMT through,

walkable neighborhood design, bicycle facilities and infrastructure, public transportation facilities and infrastructure.

Therefore, development of the Proposed Project would not expose sensitive receptors to substantial pollutant concentrations. Impacts are considered **less than significant**.

g) Result in TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources?

Less than Significant. See response to *Question a)* and *Question b)*. Both construction-related and operational emissions are anticipated to remain below established thresholds. As proposed improvements are not expected to generate vehicle trips or increase VMT project development is therefore, not expected to affect long-term operational traffic volumes and/or result in operational emissions above established significance thresholds.

Project development would implement key goals and policies from the 2035 General Plan specifically relevant to air quality, including policies promoting reductions in VMT through, walkable neighborhood design, bicycle facilities and infrastructure, public transportation facilities and infrastructure. Therefore, development of the Proposed Project

would not substantially increase the risk of exposure to TACs from stationary or mobile sources. Impacts are considered **less than significant**.

h) Conflict with the Climate Action Plan?

No Impact. Greenhouse gas (GHG) emissions negatively affect the environment through contributing, on a cumulative basis, to global climate change. Atmospheric concentration of GHGs determines the intensity of climate change, with current levels already leading to increases in global temperatures, sea level rise, severe weather, and other environmental impacts. From a CEQA perspective, GHG impacts to global climate change are inherently cumulative (SMAQMD 2015). Due to the inherently cumulative nature of impacts associated with global climate change, a project's GHG emissions contribution is typically quantified and analyzed on an annual operational basis.

As shown in the SMAQMD Thresholds of Significance Table, the significance threshold for GHG emissions for the construction phase is 1,100 metric tons per year (MT/yr.) of carbon dioxide equivalent (CO_{2e}) emissions.

While CO₂ is the most common component of GHG emissions, several different compounds are components of overall GHG emissions. While some of the less common gases do make up less of the total GHG emissions emitted to the atmosphere, some have more effect per molecule than CO₂. The different compounds contribute to climate change with varying intensities. The term "CO₂ equivalent" (CO_{2e}) refers to a weighted composite of these compounds, expressed as the equivalent amount of CO₂. Greenhouse gas emissions of concern for the Proposed Project are CO₂, CH₄, and N₂O. Project-related emissions of N₂O and CH₄ were estimated based on methods from the CARB and USEPA. A weighted composite CO_{2e} value was then calculated based on methods from the USEPA (KD Anderson & Associates, Inc. 2016).

If the Proposed Project would generate more than 1,100 MT/yr. of CO_{2e}, the project is considered to have a significant impact on global climate change. If the project would generate 1,100 MT/yr. of CO_{2e} or less, the project is considered to have a less than significant impact on global climate change (KD Anderson & Associates, Inc. 2016).

As summarized in **Table 3**, construction of the Proposed Project would result in 417.67 MT/yr. of CO_{2e}, remaining well below the established 1,100 MT/yr. GHG emissions significance threshold (KD Anderson & Associates, Inc. 2016).

TABLE 3 — PROJECT ESTIMATED ANNUAL CONSTRUCTION RELATED GHG EMISSIONS

	CO ₂ emissions (MT/yr.)
Total Construction GHG Emissions	417.67

Source: KD Anderson & Associates, Inc. 2016 (**Appendix B**).

As proposed improvements are not expected to generate vehicle trips or increase VMT project development is therefore, not expected to affect long-term operational traffic volumes and/or result in operational emissions above established significance thresholds.

As outlined in the **Land Use** discussion, project development would implement key goals and policies from the 2035 General Plan specifically relevant to air quality in support of the City’s *Climate Action Plan*, including policies promoting reductions in VMT through, walkable neighborhood design, bicycle facilities and infrastructure, public transportation facilities and infrastructure. Construction-related CO₂ emissions would not exceed currently established thresholds. Development of the Proposed project would not generate vehicle trips or increase VMT. **No impact** would result from development of the Proposed Project.

Mitigation Measures

No mitigation measures are warranted.

Findings

The Proposed Project would have no additional project-specific environmental effects related to Air Quality.

Biological Resources

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

Environmental Setting

The Project Site is located within a densely urban area and does not support habitat that would support special-status species. Based on a records search of the California Natural Diversity Database (CNDDDB), the U.S. Fish and Wildlife Service (USFWS), and California Native Plant Society (CNPS) lists there are no special-status species that have the potential to occur within the Project Site (**Appendix C**).

According to the National Wetlands Inventory (NWI) maps, there is a freshwater emergent wetland located near the intersection of Freeport Boulevard and Meadowview Road (USFWS 2015). However, this feature is separated from the Project Site by existing development. There are no other wetlands or sensitive habitats within the project vicinity.

Summary of Analysis under the 2035 General Plan MEIR, Including Cumulative Impacts, Growth Inducing Impacts, and irreversible Significant Effects

Chapter 4.3 of the General Plan MEIR evaluated the effects of the 2035 General Plan on biological resources within the General Plan policy area. The General Plan MEIR 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 2035 General Plan were identified as mitigating the effects of development that could occur under the provisions of the 2035 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 the California Department of Fish and Wildlife (CDFW), USFWS, and other agencies in the protection of resources. General Plan Policy ER 3.1.3 requests the City to preserve trees of significance.

The General Plan MEIR concluded that the cumulative effects of development that could occur under the 2035 General Plan would be less than significant as they related to effects on special-status plant species (Impact 4.3-1), reduction of habitat for special-status invertebrates (Impact 4.3-2), loss of habitat for special-status birds (Impact 4.3-3), loss of habitat for special-status amphibians and reptiles (Impact 4.3-4), loss of habitat for special-status mammals (Impact 4.3-4), special-status fish (Impact 4.3-6) and, in general, loss of riparian habitat, wetlands and sensitive natural communities such as elderberry savannah, and trees (Impacts 4.3-7 through 4.3-10). The contribution to the regional loss of special-status specie or that habitat was found to be significant and unavoidable (Impact 4.3-11).

Mitigation Measures from 2035 General Plan MEIR that Apply to the Project

There are no mitigation measures from the 2035 General Plan MEIR related to Biological Resources that apply to the Proposed Project.

General Plan Policies Considered Mitigation

The following General Plan policy would avoid or lessen environmental impacts as identified in the General Plan MEIR, and are applicable to the Proposed Project:

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

Standards of Significance

For the 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 plants or animals; 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, or as species of special concern to California Department of Fish and Wildlife; or
- Plants and animals that meet the definition of rare or endangered under the California Environmental Quality Act.

Answers to Checklist Questions

- 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?*

No Impact. The Proposed Project would not create any hazards that would pose a threat to plant or animal species. The only hazardous materials that would be used in the Proposed Project are fuels and ground asphalt concrete during construction. The asphalt concrete grindings would be disposed of at the appropriate waste facility. The handling, storage, and use of fuel associated with project construction would be required to be compliant with federal, State, and local standards and regulations. Therefore, **no impact** related to hazardous materials exposure to plant and animal species would result from development of the Proposed Project.

- b) *Result in substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal species?*

No Impact. As discussed above the Project Site is within a densely urbanized area and does not contain any critical habitat or high quality habitat for special-status species. The Proposed Project would not involve construction, revegetation or landscaping that would introduce known invasive plant species. Other disturbed areas would be subject to concrete work and pavement and will not facilitate the introduction of invasive species. The closest wetland is a freshwater emergent wetland that is not located within the Project Site and would not be impacted by project development because the feature is separated from the Project Site by existing development. There are no other sensitive habitats within the project vicinity, therefore, project development would result in **no impact** to sensitive habitats.

- c) *Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters or wetlands)?*

Less Than Significant with Mitigation Incorporated. As discussed above, the Project Site is within an urbanized landscape and based on a records search of the USFWS, CNDDDB, and CNPS there are no special-status species that have the potential to occur within the Project Site (**Appendix C**) (CDFW 2015; CNPS 2015; and USFWS 2015). According to the CNDDDB, the nearest occurrence is 500 feet east of the proposed alignment (**Figure 6**) (CDFW 2015). However, the Proposed Project would result in the removal of several trees. Removal of trees has the potential to impact nesting special-status avian and/or raptor species. Migratory birds are protected under the Migratory Bird Treaty Act (MBTA) (16 U.S.C 703-711) and all raptors, including common species not considered special-status, are protected under California Fish and Game Code (Section 3503.5). Implementation of **Mitigation Measure BIO – 1** would ensure consistency with General Plan Policy ER 2.1.10 by requiring pre-construction nesting avian and raptor surveys prior to construction activities to reduce impacts to less than significant levels. Therefore, impacts associated with development of the Proposed Project are considered **less than significant with mitigation incorporated**.

Mitigation Measures

Pursuant to General Plan Policy ER 2.1.10, the City shall implement the following mitigation measure:

- Mitigation Measure BIO – 1:** Migratory birds and other birds of prey, protected under 50 CFR 10 of the Migratory Bird Treaty Act and/or Section 3530 of the California Fish and Game Code have the potential to nest in the trees and shrubs within the Project Site. Vegetation clearing operations, including pruning or removal of trees and shrubs, shall be completed between September 1 and February 14, if feasible. If vegetation removal begins during the nesting season (February 15 to August 31), a qualified biologist shall conduct a pre-construction survey for active nests. The pre-construction

survey shall be conducted within 14 days prior to the commencement of ground-disturbing activities. If the pre-construction survey shows that there is no evidence of active nests, then a letter report shall be submitted to the City for their records and no additional mitigation measures are required. If construction does not commence within 14 days of the pre-construction survey, or halts for more than 14 days, an additional pre-construction survey must be conducted.

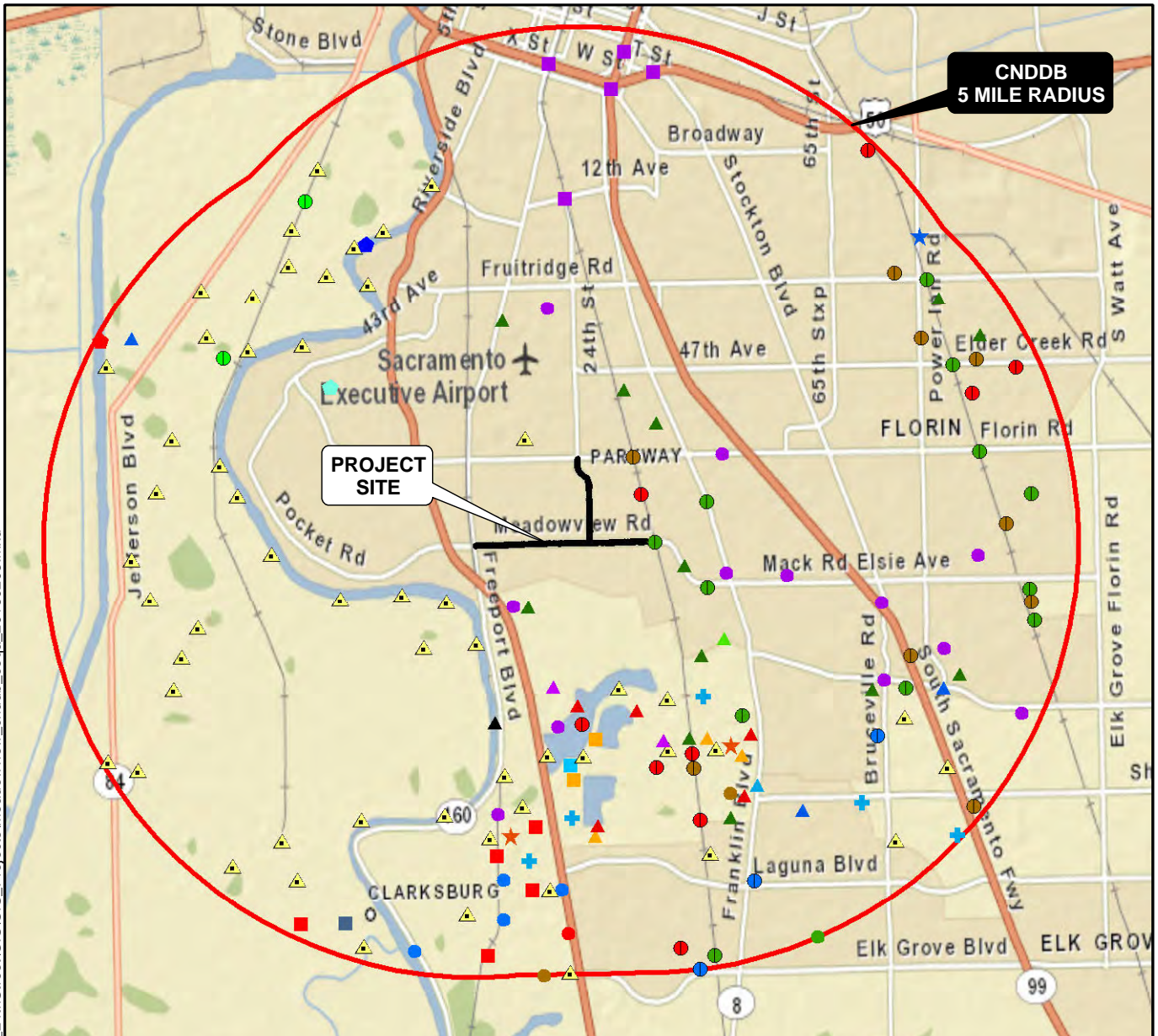
If any active nests are located within the Project Site, an appropriate buffer zone shall be established around the nests as determined by the biologist. The biologist shall mark the buffer zone with construction tape or pin flags and maintain the buffer zone until the end of the breeding season or until the young have successfully fledged. Buffer zones are typically 100 feet for migratory bird nests and 250 feet for raptor nests. If active nests are found onsite, a qualified biologist shall monitor nests weekly during construction activities. If establishing the typical buffer zone is impractical, the qualified biologist may reduce the buffer depending on the species and daily monitoring is required to ensure that the nest is not disturbed and no forced fledging occurs. Daily monitoring shall occur until the qualified biologist determines that the nest is no longer occupied.

Findings

Potential impacts to nesting avian species were anticipated within the 2035 General Plan MEIR. Pursuant to General Plan Policy ER 2.1.10, the City would be required to conduct pre-construction surveys if construction activities involving vegetation removal are proposed during the nesting season (February 15 to August 31). **Mitigation Measure BIO – 1** has been identified to implement General Plan Policy ER 2.1.10.

With implementation of **Mitigation Measure BIO – 1**, all potentially significant project-related impacts relevant to Biological Resources can be mitigated to a less than significant level.

Document Path: O:\N_CalM_Projects\MeadowviewRoad_24thStreet\GIS\GIS_Projects\Meadowview_cnddb_ceqa_20160203.mxd



CNDDDB
5 MILE RADIUS

PROJECT
SITE

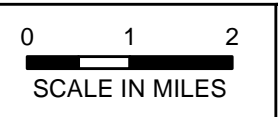
CNDDDB Occurrences			
● legenerie	● vernal pool tadpole shrimp	▲ black-crowned night heron	■ purple martin
● Peruvian dodder	● valley elderberry longhorn beetle	▲ burrowing owl	■ song sparrow ("Modesto" population)
● saline clover	+ giant garter snake	▲ Cooper's hawk	▲ Swainson's hawk
● Sanford's arrowhead	★ western pond turtle	▲ double-crested cormorant	▲ tricolored blackbird
● woolly rose-mallow	◆ longfin smelt	▲ ferruginous hawk	▲ white-tailed kite
● California linderiella	◆ Sacramento perch	▲ great blue heron	■ western yellow-billed cuckoo
● midvalley fairy shrimp	◆ steelhead - Central Valley DPS	▲ great egret	▲ yellow-headed blackbird
● vernal pool fairy shrimp	★ American badger	▲ merlin	

SOURCE: Department of Fish and Wildlife, CA Natural Diversity Database (CNDDDB), 05/05/2016. CNDDDB points are centroids of polygon occurrences. These points do not represent actual point locations of occurrence.

Sources: Esri, DeLorme, NAVTEQ, USGS, NRCAN, METI, iPC, TomTom

Meadowview Road /24 Street Streetscape Improvements CNDDDB

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Drawn By: MUB
 Date: 05/13/2016

FIGURE 6

Cultural Resources

	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
Would the proposal:			
a) Cause a substantial adverse change in the significance of a historical or archaeological resource as defined in Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Directly or indirectly destroy a unique paleontological resource?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Registered Professional Archaeologist Ric Windmiller, M.A., prepared the August 2015 *Draft Archaeological Survey Report (ASR) Meadowview Road/24th Street Streetscape Improvements Project, City of Sacramento, Sacramento County, California*. The ASR was prepared to provide an inventory of archaeological resources located within the Area of Potential Effect (APE). The ASR consisted of a records search by the North Central Information Center; California Historical Resources Information System; sacred lands file search by the Native American Heritage Commission; contacts with Native Americans listed by the commission; other background research and discussion with colleagues; as well as a field inspection conducted by an archaeologist who meets the Secretary of the Interior’s Professional Qualifications Standards in prehistoric and historical archaeology. A field inspection of the APE was conducted on August 13 and 20, 2015. On August 13, 2015 field inspections consisted of the potential project staging areas in seven locations. In areas with pavement or where access was restricted, ground in the immediate vicinity was checked for any indications of archaeological resources that may extend under the pavement. On August 20, 2015 the archaeological survey work extended to walking transects throughout the APE on each side of 24th Street and Meadowview Road.

One archaeological resource was identified by the ASR within the APE. The Franklin Family Cemetery (Field No. M24-1), also known as the Freeport Cemetery or Meadowview/24th Cemetery may still contain historic graves, even after the California Supreme Court, County of Sacramento, ordered removal of cemetery dedication from the property (Windmiller 2015). Other than the Franklin Family Cemetery, the ASR concluded that it is unlikely that any buried archaeological resources would be encountered within the APE.

Personal accounts, dating back to 1910 indicate that over 20 headstones were once present within the cemetery, however the precise size of the cemetery was never established (Windmiller 2015). In 2004 Peak & Associates, Inc. reported M24-1 to contain between eight and thirteen graves from the 1860’s to 1880’s. Peak & Associates, Inc. conducted backhoe excavations in April and July of 2004 and encountered six graves and several grave pits.

JRP Historical Consulting, LLC prepared the May 2016 *Historic Archival Research Regarding the Former Cemetery at Meadowview Road and 24th Street Report* which summarizes the documented history of the cemetery site and surrounding lands. The cemetery site was part of the Franklin Township established in 1865. Lands within the area were used for agricultural production and included grains, as well as, fruit and vegetable crops. According to the account presented by JRP Historical Consulting, LLC, lands including the cemetery site were acquired from the federal government and first held under private ownership in 1862 (JRP 2016b). Ownership of the cemetery was transferred within additional surrounding acreage to another private individual in 1870, and later that same year was deeded to the West Union School District, who is documented as the owner of record between 1870 to 1973 (JRP 2016b).

The cemetery boundary is described as a 1.969-acre area within an 1870 Deed, and matches the legal boundary in a 1963 record of survey for what is currently known as Sacramento County APN 048-0231-025. The cemetery boundary is first mapped on the 1909 *Florin* USGS map (JRP 2016a), and is also shown on the 1939 Sacramento County Assessor's Map Book, and remains present in 1941 USGS mapping. The cemetery is also noticeable within 1937 U.S. Agricultural Adjustment Bureau aerial photography as an area where cultivation was avoided. The 1937 historical aerial photographs also document the south and east boundaries of the cemetery as setback from the established Meadowview Road and 24th Street (JRP 2016a). A 1954 Freeport "School District Staking Cemetery property" notes and map document a fence line reported to have been in place along the southern and eastern cemetery boundaries for over fifty years with no setback along Meadowview Road and 24th Street. A small earthen ridge, probably relic from years of adjacent farming, is present along what is likely the northern boundary of the cemetery in 1957 aerial photographs (JRP 2016a). However, a 1963 record of survey conducted by the City of Sacramento shows the southern and eastern boundaries of the cemetery extending into Meadowview Road and 24th Street.

In response to a request for Formal Tribal Consultation received from the United Auburn Indian Community (UAIC), the City of Sacramento sent out Formal Notification of the Proposed Meadowview Road/24th Street Streetscape Improvements Project to UAIC and the Wilton Rancheria on November 19, 2015.

On February 24, 2016, the City hosted a field meeting with representatives from Wilton Rancheria and the Lone Band of Miwok Indians.

Based on input received from the February 24, 2016 field meeting, tribal resources may be present within the Project Site, although no specific information or locations are currently known.

JRP Historical Consulting, LLC prepared an Historic Resources Evaluation Report (HRER) documenting the lack of presence of any historical resources within the Project Site (JRP 2016a).

Paleontological resources may be present in fossil-bearing soils and rock formations below the ground surface. However, the City of Sacramento and surrounding area are not known to have abundant paleontological resources (City of Sacramento 2014).

The City of Sacramento and the surrounding area have had a long cultural history and are known to have been occupied by Native American groups for thousands of years prior to settlement by non-Native peoples. High sensitivity areas are located throughout the City limits (City of Sacramento 2014).

Summary of Analysis under the 2035 General Plan MEIR, Including Cumulative Impacts, Growth Inducing Impacts, and irreversible Significant Effects

The General Plan MEIR evaluated the potential effects of development under the 2035 General Plan on prehistoric and historic resources (see Chapter 4.4). The General Plan MEIR identified significant and unavoidable effects on historic resources and archaeological resources (see Impact 4.4-1 and 4.4-2). The General Plan MEIR also addressed the potential destruction of paleontological resources, which was found to be mitigated to a less than significant level with implementation of applicable regulations and policies (see impact 4.5-5).

General Plan policies identified as reducing such effects call for identification of resources on project sites (Policy HRC 2.1.1), implementation of applicable laws and regulations (Policy HCR 2.1.2, HCR 2.1.8, and HCR 2.1.16), consultation with appropriate agencies (Policy HCR 2.1.3), incentives for and enforcement of protection of historic and cultural resources (Policy HCR 2.1.4), 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 2.1.14). Demolition of historic resources is deemed a last resort (Policy HCR 2.1.15).

Mitigation Measures from 2035 General Plan MEIR that Apply to the Project

There are no mitigation measures from the 2035 General Plan MEIR related to Cultural Resources that apply to the Proposed Project.

General Plan Policies Considered Mitigation

The following General Plan policies would avoid or lessen environmental impacts as identified in the General Plan MEIR, and are applicable to the Proposed Project:

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

Standards of Significance

For the 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 CEQA Guidelines Section 15064.5; or

- Directly or indirectly destroy a unique paleontological resource.

Answers to Checklist Questions

- a) *Cause a substantial adverse change in the significance of a historical or archaeological resource as defined in Section 15064.5?*

Less than Significant with Mitigation Incorporated. There are no historical resources present within the Project Site (JRP 2016a). The Archaeological Survey Report prepared by Registered Professional Archaeologist Ric Windmiller identifies the Franklin Family Cemetery (Cemetery) as the only archaeological resource identified within the Project Site (Windmiller 2015).

At the time of preparation of the Archaeological Survey Report, the boundaries of the Cemetery were not known nor was the size of the Cemetery known. JRP Historical Consulting, LLC conducted archival research relevant to defining the boundary of the Cemetery. According to the May 2016 *Historic Archival Research Regarding the Former Cemetery at Meadowview Road and 24th Street*, historical mapping for the Cemetery identifies the approximately two-acre parcel boundary consistent with that surveyed by the City of Sacramento in 1963, prior to a 1,307 square foot sliver right-of-way acquisition by the City at the southeastern corner of the Cemetery in 1970. Therefore, the Cemetery boundary appears to encompass an approximately two-acre area consistent with the recorded limits of Assessor's Parcel Number 048-0012-008.

NorCal Geophysical Consultants conducted a ground penetrating radar survey of the Cemetery site extending up to the northwest corner of Meadowview Road and 24th Street, which included the narrow strip of land between the pavement of Meadowview Road and 24th Street and the fence that existed at the time surrounding the Cemetery site. Although geophysical anomalies (possible grave locations) were found during the geophysical survey, none were identified between the Cemetery's perimeter fence and the street pavement.

Development of the Proposed Project would require excavation along the western edge of 24th Street and the northern edge of Meadowview Road, directly adjacent to the southeastern corner of APN 048-0012-008 to facilitate the following improvements:

- Curb, gutter, and six-foot wide sidewalks with six-foot planter strips would be constructed along both 24th Street and Meadowview Road;
- Meadowview Road and 24th Street will be widened to accommodate a bus pull out area and right turn lane from 24th Street to Meadowview Road;
- The traffic signal at the intersection of 24th Street and Meadowview Road will be modified. A traffic signal pole will be installed behind the back of the sidewalk at the northwest corner of the intersection. The pole foundation will have to be excavated to be installed. The pole should be about 12-feet deep and about 3.5-feet diameter at this location. There will be a fire hydrant that will be relocated to the new back of the sidewalk at the intersection.

Development of the Proposed Project would require slight right-of-way acquisition along the eastern and southern boundary of APN 048-0012-008. Proposed acquisition would not, in and

of itself, cause a substantial adverse change in the significance of this resource known as the Franklin Family Cemetery.

However, excavation proposed to facilitate development of the Proposed Project within the areas of proposed right-of-way acquisition would encroach within the defined limits of the Cemetery, and therefore, may have the potential to unearth or disturb previously unidentified human remains. Ground penetrating radar data from the survey conducted in 2003 does not show anomalies within the footprint of proposed improvements although anomalies are present within 17 feet of areas proposed for ground disturbance (Windmiller 2016). Although Peak & Associates, Inc. conducted excavations of burials on the site in 2004, the exact number of graves within the Cemetery remains unknown. Therefore, project development may have the potential to unearth human remains within the areas of proposed right-of-way within the Cemetery and impacts are therefore, considered **less than significant with mitigation incorporated**.

Compliance with **Mitigation Measure CR – 1** would require the City to establish the limits of the Environmentally Sensitive Area (ESA) as defined by a Qualified Professional Archaeologist through the construction of construction exclusion fencing. **Mitigation Measure CR – 2** would require test excavations adjacent to APN 048-0012-008 prior to commencement of ground disturbing activities in order to minimize the potential for impacts to archaeological and/or tribal resources. If resources are encountered during test excavations, **Mitigation Measure CR – 2** would require the City to coordinate with a Qualified Professional Archaeologist and implement an effective treatment plan. **Mitigation Measure CR – 3** would require Worker Awareness Training be conducted by a Qualified Professional Archaeologist for construction contractors. **Mitigation Measure CR – 4** would require daily monitoring by a Qualified Professional Archaeologist for all activities adjacent to or within 100-feet of the ESA in order to identify any resources inadvertently discovered through construction activities. **Mitigation Measure CR – 5** through **Mitigation Measure CR – 7** would require work to cease and appropriate notifications, as well as further investigation, if applicable, in the event of inadvertent discovery of resources. Implementation of **Mitigation Measure CR – 1 through Mitigation Measure CR – 7** would reduce potentially significant impacts related to archaeological resources to less than significant levels.

b) Directly or indirectly destroy a unique paleontological resource?

Less than Significant with Mitigation Incorporated. No paleontological localities are expected to occur within the Project Site. No unique geologic features are known within the Project Site. However, grading and excavation activities associated with construction of the Proposed Project would have the potential to unearth or otherwise inadvertently expose previously unidentified paleontological resources. Therefore, impacts are considered **less than significant with mitigation incorporated**.

In the event of inadvertent discovery of paleontological resources, **Mitigation Measure CR – 6** would require coordination with local agency planning resources and the project archaeologist to assist with the proper treatment of discovered resources.

Mitigation Measures

Mitigation Measure CR – 1:

The City shall install construction exclusion fencing along the entire perimeter of APN 048-0012-008 outside of the area of proposed ground disturbance. The area shall be established as an Environmentally Sensitive Area (ESA) and shall include the designated ESA defined by the *Environmentally Sensitive Area Action Plan Meadowview Road/24th Street Streetscape Improvements Project Sacramento, Sacramento County, California*. An archaeologist who meets the Secretary of the Interior’s Professional Qualifications Standards in historical archaeology (Monitoring Archaeologist) shall be present during installation of the ESA fencing and shall conduct weekly monitoring of the fencing to ensure the integrity of the ESA is maintained throughout construction.

The ESA exclusion fencing shall remain in place until all proposed improvements have been constructed at the northwest corner of Meadowview Road and 24th Street. Once construction activities are completed, the City of Sacramento Project Manager and construction contractor shall meet with the Monitoring Archaeologist to confirm removal of the fence is acceptable.

Mitigation Measure CR – 2:

Prior to commencement of any ground disturbing activities adjacent to the ESA (APN 048-0012-008), the City shall hire a Qualified Professional Archaeologist who meets the Secretary of the Interior’s Professional Qualifications Standards in historical archaeology to conduct archaeological test excavations to test for subsurface cultural materials.

If no subsurface cultural materials are encountered, construction activities may proceed with project construction, with implementation of the additional mitigating measures listed below.

However, if subsurface cultural materials are identified during the test excavations, the City shall consult with a Qualified Professional Archaeologist, who will document the find, assess its significance, and recommend further treatment. The City shall implement all measures recommended by the Qualified Professional Archaeologist.

Mitigation Measure CR – 3:

Prior to commencement of construction activities adjacent to the ESA, the City of Sacramento Project Manager, the City Construction Inspector, and all construction contractors responsible for work adjacent to or within 100 feet of the ESA shall attend a pre-construction Worker Awareness Training conducted by the Monitoring Archaeologist, who will inform construction personnel about the sensitive resources. If project development necessitates new construction personnel who did not attend the initial Worker Awareness Training, the Monitoring Archaeologist shall conduct a supplemental Worker Awareness Training for any contractors working adjacent to or within 100-feet of the ESA who did not attend the initial Worker Awareness Training.

Attendance by construction personnel and City staff at the Worker Awareness Training(s) shall be kept as a written record through City-maintained sign-in sheets.

Mitigation Measure CR – 4:

A Monitoring Archaeologist who meets the Secretary of the Interior’s Professional Qualifications Standards in historical archaeology shall be present daily during all project-related construction activities involving ground disturbance adjacent to or within 100-feet of the ESA. The Monitoring Archaeologist shall have “Stop Work” authority to halt construction activities in order to protect or further investigate the potential for unearthing resources.

Mitigation Measure CR – 5:

In the event that any human remains or any associated funerary objects are encountered during construction, all work will cease within the vicinity of the discovery and the City of Sacramento Planning Division shall be immediately notified. In accordance with CEQA (Section 1064.5) and the California Health and Safety Code (Section 7050.5), the Sacramento County Coroner shall be contacted immediately. If the human remains are determined to be Native American, the Coroner will notify the Native American Heritage Commission, who will notify and appoint a Most Likely Descendent (MLD). The MLD will work with a qualified archaeologist to decide the proper treatment of the human remains and any associated funerary objects. Construction activities in the immediate vicinity will not resume until a notice-to-proceed is issued from the Coroner.

Mitigation Measure CR – 6:

Should project construction result in the inadvertent discovery of buried archaeological deposits or artifacts, including tribal cultural resources, work shall cease in the immediate area and the City of Sacramento Planning Division shall be immediately notified. A qualified archaeologist will be retained to document the find, assess its significance, and recommend further treatment.

Mitigation Measure CR – 7:

If evidence of a paleontological site is uncovered during grading or other construction activities, work shall be halted within 100-feet of the find and the City of Sacramento Planning Division shall be contacted for inadvertent discovery of resources associated with project construction. A qualified paleontologist shall be retained to conduct an on-site evaluation and provide recommendations for removal and/or preservation. Work on the Project Site shall not resume until the paleontologist has had a reasonable time to conduct an examination and implement mitigation measures deemed appropriate and necessary by the agency with local jurisdiction in consultation with the qualified paleontologist to reduce impacts to a less than significant level.

Findings

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

Geology and Soils

	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
Would the proposal:			
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

Geological literature indicates that no major active faults transect Sacramento County (Sacramento County 2011). The General Plan MEIR identifies the City of Sacramento as having no known active faults and Sacramento’s potential for seismic groundshaking is one of the lowest in the State. The greatest earthquake threat is from earthquakes along Northern California’s major faults, the San Andreas, Calaveras, and Hayward faults (City of Sacramento 2014). According to the California Department of Conservation, Division of Mines and Geology, the Project Site is within a Low Severity Zone (DOC 2015).

The City of Sacramento has a relatively flat topography with soils that exhibit low expansion properties. The following soils are mapped by the Natural Resource Conservation Service (NRCS) within the Project Site:

- Galt Clay, 0 to 2 Percent Slopes;
- Galt-Urban Land Complex, 0 to 2 Percent Slopes;
- San Joaquin Silt Loam, 0 to 3 Percent Slopes; and
- San Joaquin-Urban Land Complex, 0 to 2 Percent Slopes.

Galt Clay, 0 to 2 Percent Slopes and Galt-Urban Complex, 0 to 2 Percent Slopes are moderately well drained soils with a parent material of alluvium derived from granite. San Joaquin Silt Loam, 0 to 3 Percent Slopes and San Joaquin-Urban Land Complex, 0 to 2 Percent Slopes have moderately well drained soils with a high runoff class and 28 to 54 inches to duripan (USDA, NRCS 2015).

Summary of Analysis under the 2035 General Plan MEIR, Including Cumulative Impacts, Growth Inducing Impacts, and irreversible Significant Effects

Chapter 4.5 of the General Plan MEIR evaluated the potential effects related to seismic hazards, underlying soil characteristics, slope stability, erosion, existing mineral resources, and paleontological resources in the General Plan policy area. Implementation of identified policies in the 2035 General Plan reduced all effects to a less than significant level. Policies EC 1.1.1 and

1.1.2 require regular review of the City's seismic and geologic safety standards and geotechnical investigations for project sites.

Mitigation Measures from 2035 General Plan MEIR that Apply to the Project

There are no mitigation measures from the 2035 General Plan MEIR related to Geology and Soils that apply to the Proposed Project.

General Plan Policies Considered Mitigation

There are no General Plan policies considered mitigation for this project.

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.

Answers to Checklist Questions

- 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?*

No Impact. The Proposed Project is not located within an area that is expected to experience substantial seismic groundshaking because there are no major fault lines within the City of Sacramento. The Proposed Project does not include any homes or habitat structures that would be damaged during any seismic activity. The soils within the Project Site are able to support construction and operation of the Proposed Project. Therefore, **no impact** related to geologic and/or seismic hazards would result from development of the Proposed Project.

Mitigation Measures

No mitigation measures are warranted.

Findings

The Proposed Project would have no additional project-specific environmental effects related to Geology and Soils.

Hazards

	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
Would the proposal:			
a) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The Proposed Project would develop streetscape improvements on Meadowview Road and 24th Street. The Project Site is currently characterized by the two roadways and the adjacent residential and commercial development. Several partial easements would be required for project development, but none of the easements would require displacement of commercial or residential structures, and would not involve demolition work.

The California Environmental Protection Agency (Cal-EPA) and California State Water Resources Control Board (CSWRCB) and Regional Water Quality Control Board (RWQCB) regulate hazardous materials in California. Cal-EPA and the Office of Emergency Services (OES) establish regulations governing the use of hazardous materials. Within Cal-EPA, the California Department of Toxic Substances (CDTS) has primary regulatory responsibility. Enforcement of regulations has been delegated to local jurisdictions, which enter into agreements with CDTS. The CSWRCB and RWQCB regulate surface water and groundwater quality according to the Porter-Cologne Water Quality Act, the Toxic Pits Cleanup Act, the Underground Tank Law and Clean Water Act.

In January 1996, the Cal-EPA adopted regulations implementing a “Unified Hazardous Waste and Hazardous Material Management Regulatory Program” (Unified Program). The six program elements of the Unified Program are: (1) hazardous waste generators and hazardous waste onsite treatment; (2) underground storage tanks; (3) above-ground storage tanks; (4) hazardous material release response plans and inventories; (5) risk management prevention program; and (6) Uniform Fire Code hazardous material Certified Unified Program Agency (CUPA) which is responsible for consolidating the administration of the six program elements

within its jurisdiction. The Sacramento County Environmental Management Division is the CUPA for the City of Sacramento.

Summary of Analysis under the 2035 General Plan MEIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

The General Plan MEIR evaluated effects of development on hazardous materials, emergency response, and aircraft crash hazards (Chapter 4.6). Implementation of the 2035 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 General Plan. Impacts identified related to construction activities and operations were found to be less than significant. Policies included in the 2035 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), PHS 3.1.4 (restricting routes for transportation of hazardous materials), and PHS 4.1.1 (multi-hazard emergency plan), were effective in reducing the identified impacts.

Mitigation Measures from 2035 General Plan MEIR that Apply to the Project

There are no mitigation measures from the 2035 General Plan MEIR related to Hazards that apply to the Project.

General Plan Policies Considered Mitigation

The following General Plan policy would avoid or lessen environmental impacts as identified in the General Plan MEIR, and are applicable to the Proposed Project:

- **Goal PHS 3.1: Reduce Exposure to Hazardous Materials and Waste. Protect and maintain the safety of residents, businesses, and visitors by reducing, and where possible, eliminating exposure to hazardous materials and waste.**
 - **Policy PHS 3.1.1: Investigate Sites for Contamination.** The City shall ensure buildings and sites are investigated for the presence of hazardous materials and/or waste contamination before development for which City discretionary approval is required. The City shall ensure appropriate measures are taken to protect the health and safety of all possible users and adjacent properties.

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.

Answers to Checklist Questions

- a) *Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities?*

Less Than Significant with Mitigation Incorporated. Development of the Proposed Project would construct sidewalks, crosswalks, pavement treatments and bicycle improvements on Meadowview Road and 24th Street. The Proposed Project would involve construction activities such as grading and paving. Some of these activities would involve the use of heavy equipment, which would contain fuels, oils, solvents, and various other possible contaminants that if spilled in the project vicinity and left unattended could result in hazardous exposure. However, the transport, storage, and disposal of any hazardous materials used would be subject to federal, State, and local regulations. The Sacramento County Environmental Management Division (SCEMD) is the CUPA for the incorporated and unincorporated areas within Sacramento County. As the CUPA, the SCEMD regulates the use, storage, and disposal of hazardous materials and is available to respond to hazardous material complaints or emergencies, if any, during construction.

The SCEMD administers the *Hazardous Material Business Plan* (HMBP) Program to protect public health and the environment and groundwater from risks or adverse effects associated with the storage of hazardous materials. Businesses that handle/store 55 gallons of hazardous liquids, 500 pounds of hazardous solids, and 200 cubic feet (at standard temperature and pressure) of compressed gases must complete a HMBP for the safe storage and use of chemicals (City of Sacramento 2015b). The Environmental Compliance Division of Sacramento County Environmental Department has also published guidelines for generators of hazardous waste to ensure hazardous waste compliance. The handling, use, and storage of hazardous materials during construction would be required to be compliant with the SCEMD standards.

The closest listed site to the Project Site listed on the California Department of Toxic Substances Control (CDTSC) *Envirostor Database* is at 7361 24th Street (APN 049-0031-023) and listed as “Inactive – Needs Evaluation as of 4/23/2003” (CDTSC 2016). This site is not within the Project Site and therefore there would not expose people to contaminated soils as a result of the Proposed Project. A *GeoTracker Database* search shows three open cases on Meadowview Road. The status of the site located at 2400 Meadowview Road (APN 053-0010-041) is “Open-Eligible for Closure.” The groundwater is polluted with both gasoline from a leaking underground storage tank (LUST) and primary constituent element (PCE) from the dry cleaner. The City of Sacramento is continuing to extract and treat the groundwater. The LUST site is in the process of being closed under the LUST Low-Threat Closure Policy. The status of the site located at 2450 Meadowview Road (APN 052-0010-043) is “Open-Remediation as of 7/24/2014.” The City has conducted a low-level air sparge pilot test in order to stimulate biologic degradation of residual gasoline hydrocarbons. The City is also investigating a new groundwater extraction well nearer to the site. The status of the site located at 1481 Meadowview Road (APN 048-0250-007) is “Open-Site Assessment as of 12/12/2002” and a LUST cleanup site (SWRCB 2015).

The 7361 24th Street site, 2400 Meadowview Road site, 2450 Meadowview Road site, and 1481 Meadowview Road site all represent some potential for hazardous materials exposure through ground-disturbing activities. In addition, due to the historic use of arsenic for embalming, grading and excavation activities adjacent to the ESA (APN 048-0012-008) may have the potential to expose construction personnel to hazardous materials, Impacts are therefore considered **less than significant with mitigation incorporated**.

b) Expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials?

No Impact. The Proposed Project would involve streetscape improvements to Meadowview Road and 24th Street and would not involve the removal or demolition of any existing structures that may contain asbestos. The Project Site is not within an area that is defined by the Department of Conservation, Division of Mines and Geology as “More Likely to Contain Naturally Occurring Asbestos” (DOC 2000). The Proposed Project would not expose any people to asbestos; therefore, there would be **no impact** from development of the Proposed Project.

c) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities?

Less Than Significant with Mitigation Incorporated. See response for *Checklist Question a)*.

Mitigation Measures

Pursuant to General Plan Policy PHS 3.1.1, the City shall implement the following mitigation measure:

Mitigation Measure HAZ – 1: Prior to implementation of ground-disturbing activities, the City shall hire a qualified professional to conduct an assessment for the presence of hazardous materials and/or waste contamination and the potential for exposure of people working in the vicinity to hazardous materials within the parcels located at 7361 24th Street, 2400 Meadowview Road, 2450 Meadowview Road, 1401 Meadowview Road and APN 048-0012-008.

All recommendations identified within the assessment shall be implemented as applicable to development of the Proposed Project and construction of proposed improvements.

Findings

Potential impacts related to exposure of people to contaminated soils were anticipated within the 2035 General Plan MEIR. Pursuant to General Plan Policy PHS 3.1.1, the City would be required to implement site assessments for parcels where known potential for contaminated groundwater/soils exists. **Mitigation Measure HAZ – 1** has been identified to implement General Plan Policy PHS 3.1.1.

With implementation of **Mitigation Measure HAZ – 1**, all potentially significant project-related impacts relevant to Hazards can be mitigated to a less than significant level.

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Hydrology and Water Quality

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

Environmental Setting

The Proposed Project would result in improvements to the Meadowview Road and 24th Street streetscape. The Project Site is located 0.5-mile northeast of the Sacramento River and 0.4-mile west of Morrison Creek. The reaches of the Sacramento River that flow through the City are considered by the Regional Water Quality Control Board to be impaired for certain fish consumption and aquatic habitat. The City is located at the confluence of the American and Sacramento Rivers with an extensive system of dams, levees, and flood control bypass channels to protect the City from flooding.

Stormwater runoff within the City flows into either the City’s combined Sewer System (CSS) or into individual drainage inlets located throughout the City. Water collected by the CSS is transported to the Sacramento Regional County Sanitation District’s (SRCSD) Sacramento Regional Wastewater Treatment Plant (SRWTP) where it is treated and discharged into the Sacramento River. Sacramento County and several cities including the City of Sacramento, have a joint NPDES Permit (No. CAS082597) that was reissued September 11, 2008. The permittees listed under the joint permit have the authority to develop, administer, implement, and enforce storm water management programs within their own jurisdiction. The permit is intended to implement the Basin Plan through the effective implementation of BMPs to reduce pollutants in stormwater discharges to the maximum extent practicable (City of Sacramento 2015b).

Summary of Analysis under the 2035 General Plan MEIR, Including Cumulative Impacts, Growth Inducing Impacts, and irreversible Significant Effects

Chapter 4.7 of the General Plan MEIR evaluates the potential effects of the 2035 General Plan as they relate to surface water, groundwater, flooding, stormwater and water quality. Potential

effects include water quality degradation due to construction activities and operations (Impacts 4.7-1, 4.7-2), and exposure of people to flood risks (Impacts 4.7-3). Policies included in the 2035 General Plan, including a directive for regional planning and cooperation (EC 2.1.1, EC 2.1.2), pursuit of 200-year flood protection (Policies EC 2.1.4 and 2.1.5), levee, floodplain and flood facility improvement and management (Policies EC 2.1.3, 2.1.6, 2.1.7, 2.1.8, 2.1.9, 2.1.13 through 2.1.16) and land use planning for flood protection (EC 2.1.10 through 2.1.12) were among the policies that reduced flood impacts to a less than significant level. Water quality impacts would be lessened to a less than significant level by Policies ER 1.1.1 through 1.1.10, which address regional planning, conservation of open space, stormwater protection measures, groundwater recharge, limiting peak storm flows, and watershed education.

Mitigation Measures from 2035 General Plan MEIR that Apply to the Project

There are no mitigation measures from the 2035 General Plan MEIR related to Hydrology and Water Quality that apply to the Proposed Project.

General Plan Policies Considered Mitigation

The following General Plan policies would avoid or lessen environmental impacts as identified in the General Plan MEIR, and are applicable to the Proposed Project:

- **Policy ER 1.1.3: Stormwater Quality.** The City shall control sources of pollutants and improve and maintain urban runoff water quality through stormwater protection measures consistent with the City's National Pollution Discharge Elimination System (NPDES) Permit.
- **Policy ER 1.1.4: New Development.** The City shall require new development to protect the quality of water bodies and natural drainage systems through site design (e.g., cluster development), source controls, storm water treatment, runoff reduction measures, Best Management Practices (BMPs) and Low Impact Development (LID), and hydromodification strategies consistent with the City's NPDES Permit.
- **Policy ER 1.1.7: Construction Site Impacts.** The City shall minimize disturbances of natural water bodies and natural drainage systems caused by development, implement measures to protect areas from erosion and sediment loss, and continue to require construction contractors to comply with the City's erosion and sediment control ordinance and stormwater management discharge control ordinance.
- **Policy U 1.1.1: Provision of Adequate Utilities.** The City shall continue to provide and maintain adequate water, wastewater, and stormwater drainage utility services to areas in the City, and shall provide and maintain adequate water, wastewater, and stormwater drainage utility services to areas in the City that do not currently receive these City services upon funding and construction of necessary infrastructure.

Standards of Significance

For purposes of this Initial Study, impacts to hydrology and water quality may be considered significant if construction and/or implementation of the Proposed Project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation measures from the General Plan MEIR:

- 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; or
- Substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood.

Answers to Checklist Questions

- 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?*

Less Than Significant. Development of the Proposed Project would result in improvements including the construction of separated sidewalks on both 24th Street and Meadowview Road (consistent with City Code 18.04.190), a landscaped median, and turn pockets on Meadowview Road, widened bike lanes, an urban design feature at Meadowview Road and 24th Street intersection, the construction of a two lane roundabout at the intersection of 24th Street, 24th Street Bypass, and 25th Street, and the installation of pavement treatments at existing intersections and crosswalks. These construction activities have the potential to degrade water quality through grading, including the potential for erosion and sediment loss, as well as post-construction discharges related to landscaping activities where contaminants could be washed into stormwater and flow to the nearby Sacramento River and Morrison Creek.

Chapter 15.88 of the City of Sacramento Code establishes the Grading, Erosion, and Sediment Control Ordinance to regulate grading on property within the City limits to avoid pollution of watercourses with nutrients, sediments, and other materials generated or caused by surface water runoff, to comply with the City's National Pollution Discharge Eliminate System (NPDES) Permit (No. CA0082597), issued by the California Regional Water Quality Control Board. The Ordinance states that an Erosion and Sediment Control Plan shall be prepared for all projects to control surface runoff and erosion and to retain sediment on a particular site and prevent pollution of site runoff. The Erosion and Sediment Control Plan applies both during and after construction of the project, until all final improvements and permanent structures are complete. The Ordinance applies to projects where the volume of material graded is more than 50 cubic yards. The Proposed Project would grade over 50 cubic yards and must prepare an Erosion and Sediment Control Plan in compliance with the City Ordinance. The Erosion and Sediment Control Plan would also ensure compliance with General Plan Policy ER 1.1.7.

Operation of the Proposed Project is not anticipated to result in any additional areas prone to erosion and sediment loss, that could degrade water quality. Post-construction BMPs would be implemented to protect storm water quality in light of current regulatory requirements relevant to protecting water quality through NPDES compliance, both at a City level, as well as project level requirements. The Proposed Project would not increase traffic through the Project Site and would not result in any additional fuels or contaminants used or stored that would result in degraded water quality.

General Plan Policies ER 1.1.3, ER 1.1.4, and U 1.1.1 require implementation of construction and post-construction BMPs pursuant to current regulatory standards in order to avoid impacts to water quality.

Implementation, monitoring, and maintenance of construction and post-construction BMPs required to comply with existing enforceable City Ordinances, combined with compliance with State and federal regulations relevant to maintaining water quality objectives, would ensure that project development would not result in substantial erosion or siltation violating water quality standards and discharge requirements. Construction-related impacts related to project development are therefore considered **less than significant**.

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?

No Impact. As shown on **Figure 7**, the Proposed Project is not located within a FEMA-designated 100-year flood hazard area. Additionally, the Proposed Project would not involve residential development and would not place housing in special flood hazard areas. Therefore, **no impact** would result from project development and no mitigation is required.

Mitigation Measures

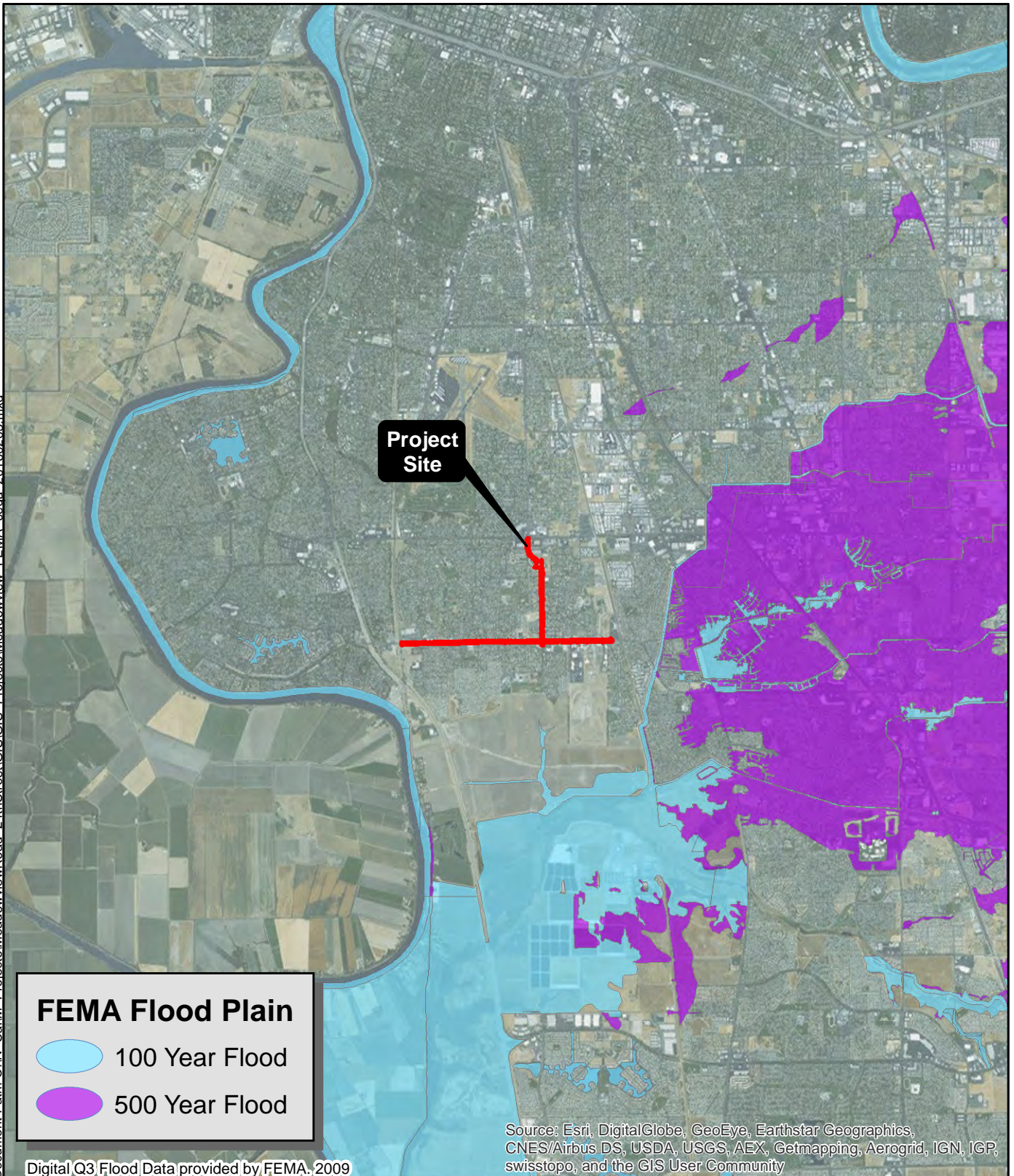
No mitigation measures are warranted.

Findings

Potential impacts to water quality were anticipated by the 2035 General Plan MEIR. General Plan Policies ER 1.1.3, ER 1.1.4 and U 1.1.1 require implementation of construction and post-construction BMPs pursuant to current regulatory standards in order to avoid impacts to water quality.

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

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MEADOWVIEW ROAD /24 STREET STREETScape IMPROVEMENTS FEMA MAPPED FLOOD ZONE

FOOTHILL ASSOCIATES
 ENVIRONMENTAL CONSULTING • PLANNING • LANDSCAPE ARCHITECTURE
 © 2016



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FIGURE 7

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Noise

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

Environmental Setting

Noise is commonly defined as unwanted sound in the environment. This definition reflects a subjective reaction to the characteristics of the physical phenomenon of noise. People judge the relative magnitude of sound sensation in subjective terms such as “noisiness” or “loudness.” Although elevated noise levels can result in physiological damage and hearing loss, excessive noise in the environment more commonly impairs general human well-being by contributing to psychological stress and irritation. Such health effects can result when noise interferes with everyday human activities such as sleep, talking, recreation, relaxation, and

tasks requiring concentration. When noise is either disturbing or annoying, whether by its pitch or loudness, it may be considered objectionable.

The overall noise level associated with a given noise environment is called the “ambient” noise level. Ambient noise can be generated by a number of sources, including mobile sources such as automobiles, trucks, trains, and airplanes, and stationary sources such as construction sites, machinery, and industrial operations. Other contributing noise sources, often referred to as “background” sources, can include the sound of birds, people talking, occasional vehicles passing by, or televisions and radios.

Sound pressure magnitude is measured and quantified using a logarithmic ratio of pressures, the scale of which gives the level of sound in decibels (dB). Environmental sound levels are usually measured in A-weighted decibels, or dBA, which is a method of taking into account the sensitivity of the human ear to various frequencies in the sound spectrum. In general, a difference of three decibels is barely perceptible to the human ear, while a difference of 10 decibels is perceived as a doubling of loudness. A common statistical tool used to measure the ambient noise level is the average, or equivalent, sound level (Leq), which is the sound level corresponding to a steady-state, A-weighted sound level containing the same total energy as a time-varying signal over a given period (usually one hour).

The Project Site consists of both Meadowview Road and 24th Street. Therefore, existing noise sources at the Project Site primarily consist of roadway traffic. Meadowview Road is four lanes with two travel lanes in each direction separated by a striped median. 24th Street is also a four lane road with two travel lanes in each direction. The Proposed Project would construct a two lane roundabout for more continuous traffic flow. Residences along both roadways within the Project Site experience existing noise from the two roadways.

Summary of Analysis under the 2035 General Plan MEIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

The General Plan MEIR evaluated the potential for development under the 2035 General Plan to increase noise levels in the community (see Chapter 4.8). New noise sources would include vehicular traffic, aircraft, railways, light rail, and stationary sources. The General Plan policies establish exterior (Policies EC 3.1.1 and EC 3.1.2) and interior (Policy EC 3.1.3) noise standards for noise-sensitive uses. A variety of policies provide standards for the types of development envisioned in the General Plan. Notwithstanding application of the General Plan policies, noise impacts for exterior noise levels (Impact 4.8-1) and interior noise levels (Impact 4.8-2), and construction vibration impacts (Impact 4.8-4) were found to be significant and unavoidable. Construction noise impacts would be reduced to less than significant levels with implementation of the City’s noise ordinance, and Policy EC 3.1.10, which requires development projects to assess and minimize the potential construction noise impacts on nearby sensitive uses (Impacts 4.8-3). Exposure to vibration from transportation facilities would be less than significant with Policy 3.1.6 and Policy 3.1.7, which requires that the effects of vibration of these facilities be evaluated and mitigated as needed.

Mitigation Measures from 2035 General Plan MEIR that Apply to the Project

There are no mitigation measures from the 2035 General Plan MEIR related to Noise that apply to the Proposed Project.

General Plan Policies Considered Mitigation

There are no General Plan policies considered mitigation for this project.

Standards of Significance

For the purposes of this Initial Study, impacts due to noise may be considered significant if construction and/or implementation of the Proposed Project would result in the following impacts that remain significant after implementation of General Plan policies and mitigation from the General Plan MEIR:

- 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;
- Result in residential interior noise levels of 45 dBA L_{dn} or greater caused by noise level increases due to the project;
- Result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance;
- 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;
- 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; or
- 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.

Answers to Checklist Questions

- 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?*

No Impact. As discussed above, currently, the primary source of noise within the project vicinity comes from roadway traffic. The Proposed Project does not include any residential or commercial development and would not result in an increased amount of traffic and traffic-related noise. The Proposed Project does not involve any additional parking and would not increase the number of cars within the project vicinity. Ongoing landscaping would involve the maintenance of vegetation within the proposed medians, which would not be anticipated to exceed the noise exposure level for Residential – Low Density Single Family of 60 dBA. Therefore, **no impacts** to long-term interior and exterior noise levels would result from development of the Proposed Project.

- b) *Result in residential interior noise levels of 45 dBA L_{dn} or greater caused by noise level increases due to the project?*

No Impact. See response for *Checklist Question a)*.

- c) *Result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance?*

Less Than Significant. Construction of the Proposed Project is not anticipated to generate excessive noise levels that exceed the City of Sacramento Noise Ordinances. Construction activities would include paving, cement pouring, roundabout construction, and installation of the new medians and widened bike lanes. The City of Sacramento Municipal Code Section 86.86.060 contains the noise standards for the City of Sacramento. The Municipal Code states that the exterior noise standard from 7:00 A.M. to 10:00 P.M. is 55 dBA and from 10:00 P.M. to 7:00 A.M. is 50 dBA. The ordinance further states that internal combustion engines in use on construction sites must be equipped with “suitable exhaust and intake silencers that are in good working order” (Section 8.86.080 (D)). Construction noise associated with the Proposed Project would vary from structure to structure as equipment progresses along the Project Site, and at various times residents adjacent to the Project Site would hear construction noise. Project construction would also comply with the City’s Noise Ordinance, so that construction noise would only occur during the day when ambient noise levels are elevated and residents are less likely to be engaged in activities that require quiet. Therefore, impacts from construction noise are considered **less than significant**.

- 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?*

Less Than Significant. Construction activities may result in vibration from project-related construction equipment. However, area residences and structures are currently subject to a wide range of vehicular travel through the area, including truck and bus traffic. Project construction would not involve the use of large compactors or pile driving rigs or other equipment prone to creating substantial vibration. Standard construction equipment including excavators, backhoes, concrete trucks, and paving machines, as well as asphalt grinders would be used over a span of approximately six months. Construction activities would be temporary and would only occur over a proposed six-month timeframe during implementation of proposed phases. Therefore, vibration impacts from project development are considered **less than significant**.

- 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?*

Less Than Significant. See response for *Checklist Question d)*.

- 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?*

Less Than Significant. See response for *Checklist Question d*).

Mitigation Measures

No mitigation measures are warranted.

Findings

The Proposed Project would have no additional project-specific environmental effects related to Noise.

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Public Services

	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
Would the proposal:			
a) Would the project result in the need for new or altered services related to fire protection, police protection, school facilities, or other governmental services beyond what was anticipated in the 2035 General Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The Project Site encompasses approximately 35 acres within areas designated in the *City of Sacramento General Plan* as Commercial/Office, Medium Density Residential, Low Density Residential, and Public/Quasi Public (**Figure 2**) (City of Sacramento 2015a). The Project Site is allocated almost entirely within existing City right-of-way designated as Meadowview Road and 24th Street. As shown on **Figure 3**, surrounding lands include parcels zoned as Commercial, Hospital, Office Business, Low Density Residential, Low to Medium Density Residential, High Density Residential, Residential – Mixed Use, and Shopping Center by the City of Sacramento.

The area surrounding the Project Site is dominated by residential development with limited intermixed commercial development. There are several vacant lots adjacent to the Project Site that maybe used as staging grounds for construction equipment.

Summary of Analysis under the 2035 General Plan MEIR, Including Cumulative Impacts, Growth Inducing Impacts, and irreversible Significant Effects

The General Plan MEIR evaluated the potential effects of the 2035 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 2035 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 (Goal PHS 1.1, PHS 2.1). The General Plan MEIR concluded that effects resulting from build-out of the General Plan would be less than significant.

General Plan policies call for the City to consider impacts of new development on schools (See Policy ERC1.1.2 setting forth locational criteria, and Policy ERC 1.1.5 that encourages joint-use development of facilities) reduced impacts on schools to a less-than-significant level. Impacts on library facilities were also considered less than significant (Impact 6.10-8).

Mitigation Measures from 2035 General Plan MEIR that Apply to the Project

There are no mitigation measures from the 2035 General Plan MEIR related to Public Services that apply to the Proposed Project.

General Plan Policies Considered Mitigation

There are no General Plan policies considered mitigation for this project.

Standards of Significance

For the purposes of this analysis, an impact is considered significant if the project would substantially alter an approved land use plan that would result in physical change to the environment. Impacts to the physical environment resulting from the Proposed Project are discussed in subsequent sections of this document.

Answers to Checklist Questions

- a) *Would the project result in the need for new or altered services related to fire protection, police protection, school facilities, or other governmental services beyond what was anticipated in the 2035 General Plan?*

Fire Protection

The Sacramento Fire Department (SFD) provides fire protection services to the City of Sacramento and some small unincorporated areas of Sacramento County. The responsibilities of the fire department include responding to fire, medical emergencies, hazardous materials, technical and water rescues. The SFD operates twenty-four fire stations (nine in the southern portions of the City) and deploys twenty-four engine companies, eight truck companies, thirteen ALS ambulances, and a rescue company (SFD 2015). The Project Site is served by Station 12 located at 4500 24th Street. Development of the Proposed Project would not result in increased population and residential structures, and a subsequent need for additional fire protection facilities.

Police Protection

Police protection services within the City of Sacramento are provided by the Sacramento Police Department. The Sacramento Police Department has four command districts and the Project Site is located within the South Command District, serving Southwest District 5. The department has a total of 723 sworn officers and the South Command District contains the police headquarters known as the Public Safety Center (Sacramento Police Department 2014). As stated in the Summary Analysis of the 2035 General Plan, the City has developed policies that evaluate the potential effects of projects on police services. Development of the Proposed Project would not result in increased population and a subsequent need for additional police protection facilities.

Schools

The Proposed Project is served by the Sacramento City Unified School District (SCUSD). As stated in the Summary Analysis of the 2035 General Plan, the City has developed policies that consider the impacts of new development on schools. Development of the Proposed Project would not result in increased population and a subsequent need for additional school facilities.

Parks

Development of the Proposed Project would not involve residential development or employment-generating land use, and, therefore, would not result in increased population. As stated in the Summary Analysis of the 2035 General Plan, the City has developed policies that evaluate the potential effects of projects on parks. Development of the Proposed Project would not result in increased population and a subsequent need for additional park facilities.

Other Public Facilities

The Proposed Project would not involve residential development and would not result in increased population. As stated in the Summary Analysis of the 2035 General Plan, the City has developed policies that evaluate the potential effects of projects to other public facilities, such as libraries. Development of the Proposed Project would not result in increased population and a subsequent need for additional public facilities.

No Impact. The Proposed Project would not result in the need for new or altered services related to fire protection, police protection, school facilities, or other governmental services beyond what was anticipated in the 2035 General Plan, therefore, **no impact** would result from development of the Proposed Project.

Mitigation Measures

No mitigation measures are warranted.

Findings

The Proposed Project would have no additional project-specific environmental effects related to Public Services.

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Recreation

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

Environmental Setting

The City of Sacramento Parks and Recreation Department offers several services and facilities to ensure opportunities for people within the City to experience arts, sports, and recreation. There are 222 parks and parkways totaling nearly 3,200 acres of land within the City. These are comprised of neighborhood parks, community parks, and regional parks. The Park Planning and Development Services (PPSD) division is responsible for park planning, acquisition, and design of the City’s parks and Parks Maintenance provides maintenance for the City’s park system, athletic fields, and bike trails (City of Sacramento 2016).

Summary of Analysis under the 2035 General Plan MEIR, Including Cumulative Impacts, Growth Inducing Impacts, and irreversible Significant Effects

Impacts on parks and recreation were found to be less than significant (see Impacts 4.9-1 and 4.9-2) due to Quimby Act and City Code requirements, that new development offset its demand for those facilities, and General Plan Policies ERC 2.2.1 (maintaining the Parks and Recreation Master Plan), Policies ERC 2.1 through 2.2.8, 2.2.11, 2.2.16, through 2.2.18 (ensuring planning for and provision of parks and related facilities), ERC 2.4.1 (service levels for trails), and ERC 2.4.2, 2.5.1, and 2.5.1 (access, planning and maintenance of waterways and parkways).

Mitigation Measures from 2035 General Plan MEIR that Apply to the Project

There are no mitigation measures from the 2035 General Plan MEIR related to Recreation that apply to the Proposed Project.

General Plan Policies Considered Mitigation

There are no General Plan policies considered mitigation for this project.

Standards of Significance

For purposes of this Initial Study, impacts to 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 2035 General Plan.

Answers to Checklist Questions

a) Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities?

No Impact. Development of the Proposed Project would result in improvements including the construction of separated sidewalks on both 24th Street and Meadowview Road (consistent with City Code 18.04.190), a landscaped median, widened bike lanes, an urban design feature at Meadowview Road and 24th Street intersection, the construction of a two lane roundabout at the intersection of 24th Street, 24th Street Bypass, and 25th Street, and the installation of pavement treatments at existing intersections and crosswalks. The Proposed Project would not involve any residential development or employment-generating land uses and would therefore, not result in increased population, and associated need for additional recreational facilities. Therefore, there would be **no impact** to recreation associated with the Proposed Project.

b) Create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2035 General Plan?

No Impact. See response for *Checklist Question a)*.

Mitigation Measures

No mitigation measures are warranted.

Findings

The Proposed Project would have no additional project-specific environmental effects related to Recreation.

Transportation and Circulation

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

	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
f) Pedestrian: adversely affect pedestrian travel, pedestrian paths or fail to adequately provide for access by pedestrians?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The roadway network within the City of Sacramento consists of federal interstates, a United States highway, California State highways, and City streets. Approximately 86 percent of City residents travel by automobile. Public transit only serves four percent of residents traveling to work and three percent of residents walk to work (City of Sacramento 2014). The *Sacramento County Bikeway Master Plan (SCBMP)* was adopted in April 2011 to guide and influence bikeway policies, programs, and development in Sacramento County. The SCBMP was first adopted in 1993 and is now a joint document with the City of Sacramento and Sacramento County. There are a total of 203.9 miles of existing bikeways in Sacramento County and the SCBMP recommends developing a more continuous bicycle network (Fehr & Peers, Inc. *et al.* 2011). The *Sacramento Area Council of Governments (SACOG) Regional Bicycle, Pedestrian, and Trails Master Plan (SACOG Master Plan)* was updated in 2015 and outlines a complete transportation system for healthy living and active communities with bicycle and pedestrian project plans (SACOG 2015). In 2006 the City adopted a *Pedestrian Master Plan*, as pedestrian travel is of high importance to the City and new sidewalks, pedestrian facilities, and crosswalks are continuously being implemented in the City (City of Sacramento 2014).

To revitalize the Meadowview community, the City has invested in public facilities, adopted transit oriented development plans, and implemented elements of the *Meadowview Urban Design Plan*. The Proposed Project would achieve revitalization through implementing the construction of separated sidewalks on both 24th Street and Meadowview Road (consistent with City Code 18.04.190), a landscaped median, and turn pockets on Meadowview Road, widened bike lanes, an urban design feature at Meadowview Road and 24th Street intersection, the construction of a two lane roundabout at the intersection of 24th Street, 24th Street Bypass, and 25th Street, and the installation of pavement treatments at existing intersections and crosswalks. Where feasible, separated sidewalks consisting of 6-foot sidewalks and 8.5-foot planters would be constructed within the project alignment.

Meadowview Road is currently a four-lane road that begins at the interchange of Interstate 5 and continues east until it crosses over the Light Rail tracks. Right-of-way widths vary between 75 and 135 feet. The typical roadway cross-section for Meadowview Road involves two travel lanes in each direction separated by a striped median. The roadway includes Class II bike lanes, a rolled curb and an attached 4.5-foot sidewalk. 24th Street is a four lane road with two

travel lanes in each direction, Class II bike lanes, rolled curbs, and attached 4.5-foot sidewalks. Right-of-way for this roadway is defined by the outer edge of the sidewalk.

Summary of Analysis under the 2035 General Plan MEIR, Including Cumulative Impacts, Growth Inducing Impacts, and irreversible Significant Effects

Transportation and circulation were discussed in the General Plan MEIR in Chapter 4.12. Various modes of travel were included in the analysis, including vehicular, transit, bicycle, pedestrian, and aviation components. The analysis included consideration of roadway capacity and identification of Levels of Service (LOS), and effects of the 2035 General Plan on the public transportation system. Provisions of the 2035 General Plan that provide substantial guidance include Goal Mobility 1.1, calling for a transportation system that is effectively planned, managed, operated and maintained, promotion of multi-modal choices (Policy M 1.2.1), identification of Level of Service standards (Policy M 1.2.2), support for expansion of Caltrans facilities consistent with the SACOG MTP/SCS (Policy M 1.5.6) and development of complete streets (Goal M 4.2).

The General Plan MEIR concluded that most traffic impacts would be less than significant with implementation of General Plan policies. However, impacts on freeway segments (Impact 4.12-4) and impacts on roadway segments (Impact 4.12-3) in adjacent jurisdictions were found to be significant and unavoidable. According to Policy M1.2.2, the identified Level of Service for streets within the City that are in proximity to the Project Site is LOS D or better during peak hour conditions.

Mitigation Measures from 2035 General Plan MEIR that Apply to the Project

There are no mitigation measures from the 2035 General Plan MEIR related to Transportation and Circulation that apply to the Proposed Project.

General Plan Policies Considered Mitigation

There are no General Plan policies considered mitigation for this project.

Standards of Significance

For the purposes of this Initial Study, impacts resulting from changes in transportation or circulation may be considered significant if construction and/or implementation of the Proposed Project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan MEIR:

Roadway Segments

- The traffic generated by a project degrades peak period LOS from A, B, C or D (without the project) to E or F (with the project); or
- The LOS (without the project) is E or F, and project generated traffic increases the Volume to Capacity Ratio ((V/C ratio) by 0.02 or more.

Intersections

- The traffic generated by a project degrades peak period LOS 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 hour average vehicle delay by five seconds or more.

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 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 the facility; or
- The expected ramp queue is greater than the storage capacity.

Transit

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

Bicycle Facilities

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

Pedestrian Circulation

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

Answers to Checklist Questions

- 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?*

No Impact. The Proposed Project would result in the construction of separated sidewalks on both 24th Street and Meadowview Road, a landscaped median, and turn pockets on Meadowview Road, widened bike lanes, an urban design feature at Meadowview Road and 24th Street intersection, the construction of a two lane roundabout at the intersection of 24th Street, 24th Street Bypass, and 25th Street, and the installation of pavement treatments at existing intersections and crosswalks. Project development would not increase the traffic from existing conditions on Meadowview Road and 24th Street and would not remove any traffic lanes. Installation of the roundabout and turn pockets would allow for more efficient traffic flow. During project construction traffic would be accommodated pursuant to a Traffic Control Plan

to be prepared by the contractor, and it is not anticipated that a detour would be needed. The Proposed Project would not degrade peak period LOS from A, B, C or D (without the project) to E or F (with the project). **No impact** would result from development of the Proposed Project.

- 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?*

No Impact. The Proposed Project would construct a two lane roundabout at the intersection of 24th Street, 24th Street Bypass, and 25th Street. During project construction traffic would be accommodated pursuant to a Traffic Control Plan to be prepared by the contractor, and it is not anticipated that a detour would be needed. The roundabout would not degrade peak period LOS from A, B, C or D (without the project) to E or F (with the project) within the intersection. **No impact** would result from development of the Proposed Project.

- 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?*

No Impact. The Proposed Project would not involve any construction on freeway facilities and would not result in traffic on freeway facilities that is above existing conditions. Therefore, development of the Proposed Project would have **no impact** on freeway facilities.

- d) Transit: adversely affect public transit operations or fail to adequately provide for access to public?*

No Impact. The Proposed Project would not increase the demand for local transit. Project construction would accommodate traffic pursuant to a Traffic Control Plan to be prepared by the contractor, and it is not anticipated that a detour would be needed. Therefore, project construction is not anticipated to impact local transit routes. Implementation of the Proposed Project would provide increased accessibility to the Light Rail Station located at 3393 Meadowview Road, improving the ability for citizens to utilize public transit. Therefore, **no impacts** to transit are anticipated associated with the Proposed Project.

- e) Bicycle facilities: adversely affect bicycle travel, bicycle paths or fail to adequately provide for access by bicycle?*

No Impact. The Proposed Project would improve the bicycle facilities on Meadowview Road and 24th Street by widening existing bike lanes. Widened bike lanes would provide better access for bicycles and would provide community members with a safe, reliable, and continuous bicycle route within the Meadowview corridor. Therefore, **no impacts** to bicycle facilities would result from development of the Proposed Project.

f) *Pedestrian: adversely affect pedestrian travel, pedestrian paths or fail to adequately provide for access by pedestrians?*

No Impact. The Proposed Project would improve pedestrian travel safety throughout the Meadowview corridor through construction of separated sidewalks, as well as a crosswalk. These improvements would allow pedestrians safe access to the Light Rail Station located on 3393 Meadowview Road. Separated sidewalks would be consistent with City Code 18.04.190, ensuring pedestrian safety by meeting local standards. Where feasible separated sidewalks would consist of a 6-foot sidewalk and 8.5-foot planters would be constructed within the project alignment. Where separated sidewalks are infeasible, attached sections pursuant to the *Meadowview Urban Design Plan* would be utilized instead. The Proposed Project would improve pedestrian travel and provide additional pedestrian access, therefore **no impacts** are anticipated related to pedestrian travel.

Mitigation Measures

No mitigation measures are warranted.

Findings

The Proposed Project would have no additional project-specific environmental effects related to Transportation and Circulation.

Utilities and Service Systems

	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
Would the proposal:			
a) Result in the determination that adequate capacity is not available to serve the project’s demand in addition to existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

Development of the Proposed Project would result in improvements to the Meadowview Road and 24th Street streetscape. The Proposed Project would not involve or require the construction of new utilities, however, existing utilities within the City right-of-way would be relocated as a result of the Proposed Project.

Summary of Analysis under the 2035 General Plan MEIR, Including Cumulative Impacts, Growth Inducing Impacts, and irreversible Significant Effects

The General Plan MEIR evaluated the effects of development proposed under the 2035 General Plan to water supply, sewer and storm drainage, solid waste, electricity, natural gas, and telecommunications.

The General Plan MEIR evaluated the impacts of increased demand for water that would occur with the buildout under the 2035 General Plan. Policies in the General Plan would reduce the impact generally to a less than significant level (Impact 4.11-1) but the need for a new water supply facility results in a significant and unavoidable effect (Impact 4.11-2). The potential need for expansion of wastewater treatment facilities was identified as having a significant and unavoidable effect (Impacts 4.11-3 and 4.11-4). Impacts on solid waste facilities were less than significant (Impact 4.11-5). 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 2035 General Plan MEIR that Apply to the Project

There are no mitigation measures from the 2035 General Plan MEIR related to Utilities and Service Systems that apply to the Proposed Project.

General Plan Policies Considered Mitigation

There are no General Plan policies considered mitigation for this project.

Standards of Significance

For the purposes of this Initial Study, an impact would be considered significant if the 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 would cause significant environmental impacts.

Answers to Checklist Questions

- a) Result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments?*

No impact. Development of the Proposed Project would result in several streetscape improvements on Meadowview Road and 24th Street; proposed improvements would not provide drinking fountains, restrooms, or other facilities that would require additional utilities. The Proposed Project would not include the construction of any wastewater-generating uses or result in the need for new or expanded wastewater facilities and would therefore, not result in an adverse effect on wastewater treatment requirements. The Proposed Project would integrate construction stormwater management principles as part of the City of Sacramento Ordinances (Section 13.16.130) to reduce stormwater pollution. This City Ordinance ensures that contributors to stormwater comply with BMPs for pollution control to reduce stormwater pollution or contamination. The Proposed Project would not result in additional stormwater exceeding existing capacity and therefore, would not result in the need for expansion of existing facilities. **No impact** would result from development of the Proposed Project.

- 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?*

No Impact. See response for *Checklist Question a)*.

Mitigation Measures

No mitigation measures are warranted.

Findings

The Proposed Project would have no additional project-specific environmental effects related to Utilities and Service Systems.

Mandatory Findings of Significance

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

Answers to Checklist Questions

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?*

Less Than Significant with Mitigation Incorporated. Implementation of the Proposed Project would have the potential to degrade the quality of the existing environment. Potential impacts have been identified related to **Biological Resources** and **Cultural Resources**. Proposed mitigation measures would reduce the level of all project-related impacts to less than

significant levels. Therefore, impacts are considered **less than significant with mitigation incorporated**.

- 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.)*

Less Than Significant with Mitigation Incorporated. Implementation of the Proposed Project would facilitate the development of the final phase of streetscape improvements identified by the *Meadowview Urban Design Plan*. Where applicable, this Initial Study, identifies Mitigation Measures by individual resource area as relevant to potential environmental impacts resulting from development of the Proposed Project. Mitigation Measures are proposed to reduce all project-related impacts to less than significant levels; therefore, impacts are considered **less than significant with mitigation incorporated**.

- c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

No Impact. Substantial adverse environmental effects to human beings resulting from implementation of the Proposed Project are not anticipated. **No Impact** would result from development of the Proposed Project.

IV. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would potentially be affected by this project.

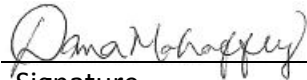
<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Noise
<input type="checkbox"/>	Air Quality/ Greenhouse Gas	<input type="checkbox"/>	Public Services
<input checked="" type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Recreation
<input checked="" type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Transportation / Circulation
<input type="checkbox"/>	Geology and Soils	<input type="checkbox"/>	Utilities and Service Systems
<input checked="" type="checkbox"/>	Hazards	<input type="checkbox"/>	None Identified
<input type="checkbox"/>	Hydrology and Water Quality	<input type="checkbox"/>	

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V. DETERMINATION

On the basis of this Initial Study:

- I find that (a) the Proposed Project is an anticipated subsequent project identified and described in the 2035 General Plan MEIR; (b) the Proposed Project is consistent with the 2035 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 General Plan MEIR are adequate for the proposed Project; and (d) the Proposed Project will have additional significant environmental effects not previously examined in the General Plan MEIR. A Mitigated Negative Declaration will be prepared. Mitigation measures from the General Plan MEIR 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 level of insignificance (CEQA Guidelines Section 15178(b)).



Signature

July 13, 2016

Date

Dana Mahaffey

Printed Name

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Appendix A — Mitigation Monitoring and Reporting Program

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MITIGATION AND MONITORING PROGRAM

The Mitigation and Monitoring Program (MMRP) has been prepared to comply with the requirements of State law (Public Resources Code Section 21081.6). State law requires the adoption of an MMRP when mitigation measures are required to avoid significant impact. The MMRP is intended to ensure compliance with all required measures during implementation of the Proposed Project.

This MMRP summarizes identified mitigation measures, implementation schedule, and responsible parties for the Proposed Project. The City of Sacramento (City) will reference the MMRP to ensure that adopted mitigation measures are implemented.

Mitigation Implementation and Monitoring

The City will be responsible for monitoring the implementation of mitigation measures designed to minimize impacts associated with the Proposed Project. While the ultimate responsibility for ensuring the successful implementation of adopted mitigation measures lies with the City, others may be assigned the responsibility of actually implementing individual measures. However, the City will retain the primary responsibility for ensuring that project development complies with this MMRP.

In addition to the adopted mitigation measures, Table A-1 lists the individual environmental resource being affected, the corresponding monitoring and reporting requirement, and the party responsible for ensuring implementation of the mitigation measure and monitoring effort.

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**Meadow View Road and 24th Street Streetscape Improvements Project
Mitigation Monitoring and Reporting Program**

Checklist Section	Environmental Criteria	Mitigation Measure (MM)	Implementing Duration	Monitoring Duration	Responsibility	
					Implementation	Monitoring
Biological Resources	<i>c) Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters or wetlands)?</i>	<p>Mitigation Measure BIO – 1: Migratory birds and other birds of prey, protected under 50 CFR 10 of the Migratory Bird Treaty Act and/or Section 3530 of the California Fish and Game Code have the potential to nest in the trees and shrubs within the Project Site. Vegetation clearing operations, including pruning or removal of trees and shrubs, shall be completed between September 1 and February 14, if feasible. If vegetation removal begins during the nesting season (February 15 to August 31), a qualified biologist shall conduct a pre-construction survey for active nests. The pre-construction survey shall be conducted within 14 days prior to the commencement of ground-disturbing activities. If the pre-construction survey shows that there is no evidence of active nests, then a letter report shall be submitted to the City for their records and no additional mitigation measures are required. If construction does not commence within 14 days of the pre-construction survey, or halts for more than 14 days, an additional pre-construction survey must be conducted.</p> <p>If any active nests are located within the Project Site, an appropriate buffer zone shall be established around the nests as determined by the biologist. The biologist shall mark the buffer zone with construction tape or pin flags and maintain the buffer zone until the end of the breeding season or until the young have successfully fledged. Buffer zones are typically 100 feet for migratory bird nests and 250 feet for raptor nests. If active nests are found onsite, a qualified biologist shall monitor nests weekly during construction activities. If establishing the typical buffer zone is impractical, the qualified biologist may reduce the buffer depending on the species and daily monitoring is required to ensure that the nest is not disturbed and no forced fledging occurs. Daily monitoring shall occur until the qualified biologist determines that the nest is no longer occupied.</p>	February 15 through August 31 of each year, for construction activities involving vegetation removal	14 Days prior to commencement of ground- or vegetation-disturbing activities February 15 through August 31 of each year	Qualified Professional Biologist	City of Sacramento
Cultural Resources	<i>a) Cause a substantial adverse change in the significance of a historical or archaeological resource as defined in Section 15064.5?</i>	<p>Mitigation Measure CR – 1: The City shall install construction exclusion fencing along the entire perimeter of APN 048-0012-008 outside of the area of proposed ground disturbance. The area shall be established as an Environmentally Sensitive Area (ESA) and shall include the designated ESA defined by the <i>Environmentally Sensitive Area Action Plan Meadowview Road/24th Street Streetscape Improvements Project Sacramento, Sacramento County, California</i>. An archaeologist who meets the Secretary of the Interior’s Professional Qualifications Standards in historical archaeology (Monitoring Archaeologist) shall be present during installation of the ESA fencing and shall conduct weekly monitoring of the fencing to ensure the integrity of the ESA is maintained throughout construction.</p> <p>The ESA exclusion fencing shall remain in place until all proposed improvements have been constructed at the northwest corner of Meadowview Road and 24th Street. Once construction activities are completed, the City of Sacramento Project Manager and construction contractor shall meet with the Monitoring Archaeologist to confirm removal of the fence is acceptable.</p>	Prior to ground-disturbing activities adjacent to APN 048-0012-008	During ESA fencing installation, followed by weekly monitoring and following completion of construction activities.	City of Sacramento	Monitoring Archaeologist

Checklist Section	Environmental Criteria	Mitigation Measure (MM)	Implementing Duration	Monitoring Duration	Responsibility	
					Implementation	Monitoring
Cultural Resources	<i>a) Cause a substantial adverse change in the significance of a historical or archaeological resource as defined in Section 15064.5?</i>	<p>Mitigation Measure CR – 2: Prior to commencement of any ground disturbing activities adjacent to the ESA (APN 048-0012-008), the City shall hire a Qualified Professional Archaeologist who meets the Secretary of the Interior’s Professional Qualifications Standards in historical archaeology to conduct archaeological test excavations to test for subsurface cultural materials.</p> <p>If no subsurface cultural materials are encountered, construction activities may proceed with project construction, with implementation of the additional mitigating measures listed below.</p> <p>However, if subsurface cultural materials are identified during the test excavations, the City shall consult with a Qualified Professional Archaeologist, who will document the find, assess its significance, and recommend further treatment. The City shall implement all measures recommended by the Qualified Professional Archaeologist.</p>	Prior to ground-disturbing activities adjacent to APN 048-0012-008	<p>During Archaeological Test Excavations, prior to implementation of ground-disturbing activities adjacent to APN 048-0012-008</p> <p>And, if applicable, following identification of subsurface cultural materials</p>	Qualified Professional Archaeologist	City of Sacramento
Cultural Resources	<i>a) Cause a substantial adverse change in the significance of a historical or archaeological resource as defined in Section 15064.5?</i>	<p>Mitigation Measure CR – 3: Prior to commencement of construction activities adjacent to the ESA, the City of Sacramento Project Manager, the City Construction Inspector, and all construction contractors responsible for work adjacent to or within 100 feet of the ESA shall attend a pre-construction Worker Awareness Training conducted by the Monitoring Archaeologist, who will inform construction personnel about the sensitive resources. If project development necessitates new construction personnel who did not attend the initial Worker Awareness Training, the Monitoring Archaeologist shall conduct a supplemental Worker Awareness Training for any contractors working adjacent to or within 100-feet of the ESA who did not attend the initial Worker Awareness Training.</p> <p>Attendance by construction personnel and City staff at the Worker Awareness Training(s) shall be kept as a written record through City-maintained sign-in sheets.</p>	Prior to ground-disturbing activities adjacent to APN 048-0012-008	As needed for all contractors working within 100 feet of APN 048-0012-008	Monitoring Archaeologist	City of Sacramento
Cultural Resources	<i>a) Cause a substantial adverse change in the significance of a historical or archaeological resource as defined in Section 15064.5?</i>	<p>Mitigation Measure CR – 4: A Monitoring Archaeologist who meets the Secretary of the Interior’s Professional Qualifications Standards in historical archaeology shall be present daily during all project-related construction activities involving ground disturbance adjacent to or within 100-feet of the ESA. The Monitoring Archaeologist shall have “Stop Work” authority to halt construction activities in order to protect or further investigate the potential for unearthing resources.</p>	Daily, during project-related construction activities adjacent to APN 048-0012-008	Daily, during project-related construction activities adjacent to APN 048-0012-008	Monitoring Archaeologist	City of Sacramento

Checklist Section	Environmental Criteria	Mitigation Measure (MM)	Implementing Duration	Monitoring Duration	Responsibility	
					Implementation	Monitoring
Cultural Resources	<i>a) Cause a substantial adverse change in the significance of a historical or archaeological resource as defined in Section 15064.5?</i>	Mitigation Measure CR – 5: In the event that any human remains or any associated funerary objects are encountered during construction, all work shall cease within the vicinity of the discovery and the City of Sacramento Planning Division shall be immediately notified. In accordance with CEQA (Section 1064.5) and the California Health and Safety Code (Section 7050.5), the Sacramento County Coroner shall be contacted immediately. If the human remains are determined to be Native American, the Coroner will notify the Native American Heritage Commission, who will notify and appoint a Most Likely Descendent (MLD). The MLD will work with a qualified archaeologist to decide the proper treatment of the human remains and any associated funerary objects. Construction activities in the immediate vicinity will not resume until a notice-to-proceed is issued from the Coroner.	In the event of inadvertent discovery of human remains or associated funerary objects	Until Coroner authorizes resuming construction.	Construction Contractor/City of Sacramento	City of Sacramento
Cultural Resources	<i>a) Cause a substantial adverse change in the significance of a historical or archaeological resource as defined in Section 15064.5?</i>	Mitigation Measure CR – 6: Should project construction result in the inadvertent discovery of buried archaeological deposits or artifacts, including tribal cultural resources, work shall cease in the immediate area and the City of Sacramento Planning Division shall be immediately notified. A qualified archaeologist will be retained to document the find, assess its significance, and recommend further treatment.	In the event of inadvertent discovery of buried archaeological deposits or artifacts	Until Monitoring Archaeologist authorizes resuming construction	Construction Contractor/City of Sacramento	City of Sacramento
Cultural Resources	<i>b) Directly or indirectly destroy a unique paleontological resource?</i>	Mitigation Measure CR – 7: If evidence of a paleontological site is uncovered during grading or other construction activities, work shall be halted within 100-feet of the find and the City of Sacramento Planning Division shall be contacted for inadvertent discovery of resources associated with project construction. A qualified paleontologist shall be retained to conduct an on-site evaluation and provide recommendations for removal and/or preservation. Work on the Project Site shall not resume until the paleontologist has had a reasonable time to conduct an examination and implement mitigation measures deemed appropriate and necessary by the agency with local jurisdiction in consultation with the qualified paleontologist to reduce impacts to a less than significant level.	In the event of inadvertent discovery of paleontological resources	Until Qualified Professional Paleontologist authorizes resuming construction	Construction Contractor/City of Sacramento	City of Sacramento
Hazards	<i>a) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities?</i>	Mitigation Measure HAZ – 1: Prior to implementation of ground-disturbing activities, the City shall hire a qualified professional to conduct an assessment for the presence of hazardous materials and/or waste contamination and the potential for exposure of people working in the vicinity to hazardous materials within the parcels located at 7361 24th Street, 2400 Meadowview Road, 2450 Meadowview Road, and 1401 Meadowview Road and APN 048-0012-008. All recommendations identified within the assessment shall be implemented as applicable to development of the Proposed Project and construction of proposed improvements.	Prior to implementation of construction activities in the vicinity to hazardous materials within the parcels located at 7361 24th Street, 2400 Meadowview Road, 2450 Meadowview Road, and 1401 Meadowview Road	Prior to/During Construction adjacent to parcels located at 7361 24 th Street, 2400 Meadowview Road, 2450 Meadowview Road, and 1401 Meadowview Road	City of Sacramento	City of Sacramento

**Appendix B — Meadowview Road and 24th Street Streetscape
Improvements Project Air Quality Analysis**

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May 5, 2016

Ms. Kyrsten Shields
Senior Regulatory Specialist
Foothill Associates
590 Menlo Drive, Suite 5
Rocklin, CA 95765

**Subject: *Meadowview Road and 24th Street Streetscape Improvements Project
Air Quality Analysis***

Dear Ms. Shields:

On behalf of KD Anderson & Associates (KDA), I am pleased to submit this letter report presenting the results of air quality emissions modeling of the Meadowview Road and 24th Street Streetscape Improvements project. This air quality report presents a description of the project, the methods used in the emissions modeling, and the results of the emissions modeling.

PROJECT DESCRIPTION

The Meadowview Road and 24th Street Streetscape Improvements project consists of improvements to portions of Meadowview Road and 24th Street in the City of Sacramento.

The project alignment encompasses 24th Street from Meadowview Road to Florin Road, about 1.04 miles; and Meadowview Road from Freeport Boulevard to the Light Rail Station at Detroit Boulevard, about 1.99 miles. Development of the Proposed Project would result in improvements including:

- the construction of separated sidewalks on both 24th Street and Meadowview Road (consistent with the City Code);
- a landscaped median and turn pockets on Meadowview Road;
- widened bike lanes;
- an urban design feature at the intersection of Meadowview Road and 24th Street;
- the construction of a two-lane roundabout at the intersections of 24th Street, 24th Street Bypass, and 25th Street; and
- the installation of pavement treatments at existing intersections and crosswalks.

Where feasible, separated sidewalks consisting of six-foot sidewalks and 8.5-foot planters would be constructed within the project alignment. Where separated sidewalks are infeasible, attached sections pursuant to the Meadowview Urban Design Plan would be used instead.

The Proposed Project improvements are not expected to generate vehicle trips or increase vehicle miles traveled (VMT) and are, therefore, not expected to affect long-term operational traffic volumes. Because the Meadowview Road and 24th Street Streetscape Improvements would not affect long-term operational traffic volumes, this letter report focuses on short-term construction-related emissions.

METHODOLOGY

The following describes methods used in the air quality analysis presented in this letter report.

Pollutants of Concern

This letter report addresses criteria air pollutant (CAPs), and greenhouse gas (GHG) emissions associated with global climate change. The Sacramento Metropolitan Air Quality Management District (SMAQMD) document *Guide to Air Quality Assessment in Sacramento County* (Sacramento Metropolitan Air Quality Management District 2015.) states,

“Criteria air pollutants (CAPs) and precursors of primary concern from construction activity in California include ozone precursors (ROG and NO_x), particulate matter with an aerodynamic resistance diameter of 10 microns or less (PM₁₀), and fine particulate matter with an aerodynamic resistance diameter of 2.5 microns or less (PM_{2.5}). NO_x contributions to the formation of PM in the atmosphere must also be acknowledged. Carbon monoxide, sulfur dioxide, and lead are of less concern because construction activities are not likely to generate substantial quantities of these CAPs.”

The SMAQMD guide states that sources of GHG emissions include:

“Construction activities resulting in exhaust emissions of GHGs from fuel combustion for mobile heavy-duty diesel- and gasoline-powered equipment, portable auxiliary equipment, material delivery trucks, and worker commuter trips
...”

The SMAQMD guide further states,

“Prominent GHGs of primary concern from land use development projects include carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). Other

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GHGs such as hydrofluorocarbons, chlorofluorocarbons, and sulfur hexafluoride are of less concern because construction and operational activities associated with land use development projects are not likely to generate substantial quantities of these GHGs.”

Emissions Estimates

The project site is located in the City of Sacramento, which is in Sacramento County. Methods used in the air quality analysis of the Meadowview Road and 24th Street Streetscape Improvements project are consistent with methods specified in the SMAQMD document *Guide to Air Quality Assessment in Sacramento County*.

For criteria pollutant emissions, the SMAQMD guide states:

“... for linear construction projects such as construction of a new roadway, road widening, roadway overpass, levee, or pipeline the District recommends the use of the most recent version of the Roadway Construction Emissions Model. The Roadway Construction Emissions Model is a spreadsheet-based model that is able to use basic project information (e.g., total construction months, project type, total project area) to estimate a construction schedule and quantify NO_x and other exhaust emissions from heavy-duty construction equipment, haul trucks, and worker commute trips associated with linear construction projects, as well as fugitive PM dust.”

For GHG emissions, the SMAQMD guide states:

“For linear construction projects such construction of a new roadway, road widening, roadway overpass, levees, or pipelines, the District recommends the use of the most recent version of the Roadway Construction Emissions Model. The Roadway Construction Emissions Model is a spreadsheet-based model able to use basic project information (e.g., total construction months, project type, total project area) to estimate a construction schedule and quantify GHG emissions from heavy-duty construction equipment, haul trucks, and worker commute trips associated with linear construction projects.”

Both criteria pollutant emissions and GHG emissions presented in this letter report were estimated using the Roadway Construction Emissions Model. Project-specific information on construction activity provided by the project engineer (Allen pers. comm.) was used in estimating emissions due to the Proposed Project.

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The Roadway Construction Emissions Model output report for the Meadowview Road and 24th Street Streetscape Improvements project is enclosed. Additional information on the Roadway Construction Emissions Model is available at the SMAQMD internet website (Sacramento Metropolitan Air Quality Management District 2016).

SIGNIFICANCE THRESHOLDS

The following describes significance thresholds applied in this letter report.

Criteria Pollutant Significance Thresholds

As noted earlier in this letter report, criteria pollutants of concern for the Meadowview Road and 24th Street Streetscape Improvements project are NO_x, PM₁₀, PM_{2.5}, and ROG. The SMAQMD specifies significance thresholds for criteria pollutant emissions in the enclosed *SMAQMD Thresholds of Significance Table*. For construction phase emissions, the *SMAQMD Thresholds of Significance Table* specifies the following thresholds:

- 85 pounds per day (ppd) of NO_x;
- 80 ppd and 14.6 tons per year (tpy) of PM₁₀ if all feasible best available control technologies/best management practices (BACT/BMPs), also known as Basic Construction Emission Control Practices, are applied; and
- 82 ppd and 15 tpy of PM_{2.5} if all feasible BACT/BMPs (Basic Construction Emission Control Practices) are applied.

BACT/BMPs (Basic Construction Emission Control Practices) are presented in the enclosed SMAQMD document *Basic Construction Emission Control Practices*.

In this letter report, if the Meadowview Road and 24th Street Streetscape Improvements project would generate more than the threshold amounts listed above, the project is considered to have a significant impact on criteria pollutant emissions. If the project would generate emissions equal to or less than the threshold amounts listed above, the project is considered to have a less-than-significant impact on criteria pollutant emissions.

Construction-related ROG emissions that would be due to the Meadowview Road and 24th Street Streetscape Improvements project were estimate for the analysis presented in this letter report. However, the SMAQMD does not specify a significance threshold for construction-related ROG emissions. Therefore, ROG emissions estimates are presented in this letter report for information only. No significance findings are presented for construction-related ROG emissions.

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Greenhouse Gas Significance Thresholds

As shown in the *SMAQMD Thresholds of Significance Table*, the significance threshold for GHG emissions for the construction phase is 1,100 metric tons per year (MT/yr) of carbon dioxide equivalent (CO₂e) emissions.

While CO₂ is the most common component of GHG emissions, several different compounds are components of overall GHG emissions. While some of the less common gases do make up less of the total GHG emissions emitted to the atmosphere, some have more effect per molecule than CO₂. The different compounds contribute to climate change with varying intensities. The term “CO₂ equivalent” (CO₂e) refers to a weighted composite of these compounds, expressed as the equivalent amount of CO₂. As noted earlier in this letter report, GHG emissions of concern for the Meadowview Road and 24th Street Streetscape Improvements are CO₂, CH₄, and N₂O. For this letter report, project-related emissions of N₂O and CH₄ were estimated based on methods from the California Air Resources Board (ARB) and U.S. Environmental Protection Agency (EPA) (California Air Resources Board 2016, and U.S. Environmental Protection Agency 2016). A weighted composite CO₂e value was then calculated based on methods from the EPA (U.S. Environmental Protection Agency 2016).

In this letter report, if the Meadowview Road and 24th Street Streetscape Improvements project would generate more than 1,100 MT/yr of CO₂e, the project is considered to have a significant impact on global climate change. If the project would generate 1,100 MT/yr of CO₂e or less, the project is considered to have a less-than-significant impact on global climate change.

EMISSIONS ESTIMATES

The following describes the results of the emissions modeling analysis and the significance of air quality impacts.

Criteria Pollutant Emissions

The enclosed table shows estimates of criteria pollutant emissions associated with construction of the Meadowview Road and 24th Street Streetscape Improvements project. As shown in the table, project-related NO_x, PM₁₀ and PM_{2.5} emissions would be below both the daily and annual significance thresholds. Therefore, with application of BACT/BMPs (Basic Construction Emission Control Practices), the impact of the project on these criteria pollutant emissions is considered less than significant. No mitigation measures are required.

Greenhouse Gas Emissions

Construction of the Meadowview Road and 24th Street Streetscape Improvements project would result in 417.67 MT/yr of CO₂e. This amount is less than the 1,100 MT/yr GHG emissions

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significance threshold. Therefore, this impact is considered less than significant. No mitigation measures are required.

CLOSING

Thank you for providing KDA with this opportunity to provide you with air quality emissions modeling services on the Meadowview Road and 24th Street Streetscape Improvements project. Please let me know if you have any questions about this letter report.

Sincerely,

KD Anderson & Associates, Inc.

A handwritten signature in blue ink, appearing to read "Wayne Shijo". The signature is fluid and cursive, with a large, stylized initial "W" and a long, sweeping underline.

Wayne Shijo
Project Manager

enclosures

BIBLIOGRAPHY

References Cited

California Air Resources Board. 2016. California Air Resources Board Internet Website. <http://www.arb.ca.gov>

Sacramento Metropolitan Air Quality Management District. 2015. Guide to Air Quality Assessment in Sacramento County. December 2009, latest revision June 2015. Sacramento, CA.

Sacramento Metropolitan Air Quality Management District. 2016. Sacramento Metropolitan Air Quality Management District Internet Website. <http://www.airquality.org>

U.S. Environmental Protection Agency. 2016. U.S. Environmental Protection Agency Internet Website. <http://www.epa.gov>

Personal Communications

Allen, Carlton, P.E. Project Engineer. Bennett Engineering Services. April 11, 2016 E-mail message to Kyrsten Shields, Senior Regulatory Specialist, Foothill Associates.

**Sacramento Metropolitan Air Quality Management District
Thresholds of Significance Table**

SMAQMD Thresholds of Significance Table

All Projects Subject to CEQA		
	Construction Phase	Operational Phase
Mass Emission Thresholds		
NO _x (ozone precursor)	85 pounds/day	65 pounds/day
ROG (VOC) (ozone precursor)	NONE	65 pounds/day
PM ₁₀	Zero (0) . If all feasible BACT/BMPs are applied, then 80 pounds/day and 14.6 tons/year	Zero (0) . If all feasible BACT/BMPs are applied, then 80 pounds/day and 14.6 tons/year
PM _{2.5}	Zero (0) . If all feasible BACT/BMPs are applied, then 82 pounds/day and 15 tons/year	Zero (0) . If all feasible BACT/BMPs are applied, then 82 pounds/day and 15 tons/year
Concentration Thresholds (based on the California Ambient Air Quality Standard, identical threshold for both phases of development)		
CO	20 ppm 1-hour standard (23 mg/m ³); 9 ppm 8-hour standard (10 mg/m ³)	
NO ₂	0.18 ppm 1-hour standard (339 µg/m ³); 0.03 ppm Annual Arithmetic Mean (57 µg/m ³)	
SO ₂	0.25 ppm 1-hour standard (665 µg/m ³); 0.04 ppm 24-hour standard (105 µg/m ³)	
Lead	1.5 µg/m ³ 30-day average	
Visibility Reducing Particles	Extinction coefficient of 0.23 per kilometer - visibility of ten miles or more due to particles when relative humidity is less than 70 percent	
Sulfates	25 µg/m ³ 24-hour standard	
H ₂ S	0.03 ppm (42 µg/m ³) 1-hour standard	
Vinyl Chloride	0.01 ppm (26 µg/m ³) 24-hour standard	

Land Development and Construction Projects		
	Construction Phase	Operational Phase
Greenhouse Gas Emissions (GHG) Thresholds		
GHG as CO ₂ e	1,100 metric tons/year	1,100 metric tons/year

Stationary Source Only		
Toxic Air Contaminant (TAC) Thresholds		
Cancer Risk	An incremental increase in cancer risk greater than 10 in one million at any off-site receptor.	
Non-cancer (Hazard Index)	Ground-level concentration of project-generated TACs that would result in a Hazard Index greater than 1 at any off-site receptor.	

	Construction Phase	Operational Phase
Greenhouse Gas Emissions (GHG) Thresholds		
GHG as CO ₂ e	1,100 metric tons/year	10,000 metric tons/year

Notes:

The SMAQMD Board of Directors adopted air quality thresholds of significance for criteria pollutants on March 28, 2002, via resolution AQMD2002018.

A project is considered significant if emissions exceed a CAAQS or contribute substantially to an existing or projected violation of a CAAQS.

A substantial contribution is considered an emission that is equal to or greater than 5% of a CAAQS.

Revisions to the CAAQS are automatically adopted as revisions to these thresholds.

Official citation for the CAAQS: California Code of Regulations, Title 17, Section 70200, Table of Standards.

The TAC thresholds were developed as part of the SMAQMD's AB2588 program.

The SMAQMD Board of Directors has not established a threshold for mobile source or non-permitted sources of TAC, see Chapter 5.

The SMAQMD Board of Directors adopted GHG thresholds on October 23, 2014, via resolution AQMD2014-028

The SMAQMD Board of Directors rescinded the 2002 concentration based thresholds for PM₁₀ and PM_{2.5} and adopted the new mass emissions PM₁₀ and PM_{2.5} thresholds on May 28, 2015, via resolution AQMD2015-022. BACT is best available control technology and BMPs are best management practices.

**Sacramento Metropolitan Air Quality Management District
Basic Construction Emission Control Practices
(Best Available Control Technologies [BACT]/
Best Management Practices [BMPs])**

BASIC CONSTRUCTION EMISSION CONTROL PRACTICES

The following practices are considered feasible for controlling fugitive dust from a construction site. Control of fugitive dust is required by District Rule 403 and enforced by District staff.

- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.
- Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).
- All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

The following practices describe exhaust emission control from diesel powered fleets working at a construction site. California regulations limit idling from both on-road and off-road diesel powered equipment. The California Air Resources Board enforces the idling limitations.

- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [required by California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.

Although not required by local or state regulation, many construction companies have equipment inspection and maintenance programs to ensure work and fuel efficiencies.

- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.

Lead agencies may add these emission control practices as Conditions of Approval (COA) or include in a Mitigation Monitoring and Reporting Program (MMRP).

**Road Construction Emissions Model
Output Report**

Road Construction Emissions Model, Version 7.1.5.1

Emission Estimates for -> Meadowview Road & 24th Street											
Project Phases (English Units)	ROG (lbs/day)	CO (lbs/day)	NOx (lbs/day)	Total PM10 (lbs/day)	Exhaust PM10 (lbs/day)	Fugitive Dust PM10 (lbs/day)	Total PM2.5 (lbs/day)	Exhaust PM2.5 (lbs/day)	Fugitive Dust PM2.5 (lbs/day)	CO2 (lbs/day)	
Grubbing/Land Clearing	3.2	18.3	24.3	2.9	1.2	1.7	1.5	1.1	0.4	3,299.0	
Grading/Excavation	7.6	38.3	62.9	5.5	3.8	1.7	3.8	3.4	0.4	7,541.2	
Drainage/Utilities/Sub-Grade	7.0	36.1	56.0	5.1	3.3	1.7	3.4	3.0	0.4	6,755.8	
Paving	4.1	22.2	28.7	2.0	2.0	-	1.8	1.8	-	3,853.9	
Maximum (pounds/day)	7.6	38.3	62.9	5.5	3.8	1.7	3.8	3.4	0.4	7,541.2	
Total (tons/construction project)	0.4	2.2	3.4	0.3	0.2	0.1	0.2	0.2	0.0	417.7	

Notes: Project Start Year -> 2017

Project Length (months) -> 6

Total Project Area (acres) -> 30

Maximum Area Disturbed/Day (acres) -> 0

Total Soil Imported/Exported (yd³/day) -> 0

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns H and I. Total PM2.5 emissions shown in Column J are the sum of exhaust and fugitive dust emissions shown in columns K and L.

Emission Estimates for -> Meadowview Road & 24th Street											
Project Phases (Metric Units)	ROG (kgs/day)	CO (kgs/day)	NOx (kgs/day)	Total PM10 (kgs/day)	Exhaust PM10 (kgs/day)	Fugitive Dust PM10 (kgs/day)	Total PM2.5 (kgs/day)	Exhaust PM2.5 (kgs/day)	Fugitive Dust PM2.5 (kgs/day)	CO2 (kgs/day)	
Grubbing/Land Clearing	1.5	8.3	11.1	1.3	0.6	0.8	0.7	0.5	0.2	1,499.5	
Grading/Excavation	3.4	17.4	28.6	2.5	1.7	0.8	1.7	1.5	0.2	3,427.8	
Drainage/Utilities/Sub-Grade	3.2	16.4	25.5	2.3	1.5	0.8	1.5	1.4	0.2	3,070.8	
Paving	1.9	10.1	13.1	0.9	0.9	-	0.8	0.8	-	1,751.8	
Maximum (kilograms/day)	3.4	17.4	28.6	2.5	1.7	0.8	1.7	1.5	0.2	3,427.8	
Total (megagrams/construction project)	0.4	2.0	3.1	0.3	0.2	0.1	0.2	0.2	0.0	378.8	

Notes: Project Start Year -> 2017

Project Length (months) -> 6

Total Project Area (hectares) -> 12

Maximum Area Disturbed/Day (hectares) -> 0

Total Soil Imported/Exported (meters³/day) -> 0

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns H and I. Total PM2.5 emissions shown in Column J are the sum of exhaust and fugitive dust emissions shown in columns K and L.

**Meadowview Road and 24th Street Streetscape Improvements Project
Construction-Related Emissions**

Construction Phase and Significance Factor	Reactive Organic Gas (ROG)	Nitrogen Oxides (NO_x)	Inhalable Particulate Matter (PM10)	Fine Particulate Matter (PM_{2.5})
Grubbing / Land Clearing	3.2	24.3	2.9	1.5
Grading / Excavation	7.6	62.9	5.5	3.8
Drainage / Utilities / Sub-Grade	7.0	56.0	5.1	3.4
Paving	4.1	28.7	2.0	1.8
Maximum	7.6	62.9	5.5	3.8
Significance Threshold	None	85	80	82
Significant Impact?		No	No	No
Total Construction Period	0.4 Tons	3.4 Tons	0.3 Tons	0.2 Tons
Significance Threshold	None	None	14.6 Tons per Year	15 Tons per Year
Significant Impact?			No	No
<hr/> <p>Notes: All values are in pounds per day unless otherwise noted. Source: Sacramento Metropolitan Air Quality Management District 2015, and Road Construction Emissions Model.'</p>				

**Appendix C — Meadowview Road/24th Street Streetscape
Improvements Special-Status Species Table**

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Meadowview Road/24th Street Streetscape Improvements

Special-Status Species Table

Special-status species are plant and animal species that have been afforded special recognition by federal, State, or local resource agencies or organizations. Listed and special-status species are of relatively limited distribution and may require specialized habitat conditions. Special-status species are defined as:

- Listed or proposed for listing under CESA and/or FESA;
- Protected under other regulations (e.g. Migratory Bird Treaty Act);
- Listed by CDFW as a Species of Special Concern;
- Ranked by CNPS as being rare (a ranking of 1A, 1B, or 2); or
- Any other species that would receive consideration according to the CEQA Guidelines.

Special-status species identified within **Table 1** below are included based on queries of the CNDDDB for the *Clarksburg* and *Florin* quadrangles and *Sacramento County*, the USFWS Online Species List for the *Clarksburg* and *Florin* quadrangles (**Enclosure 1**), and the CNPS Inventory of Rare and Endangered Plants list for the *Clarksburg* and *Florin* quadrangles and *Sacramento County* (online version). **Table 1** includes, the common name and scientific name for each species, regulatory status (federal, State, local, CNPS), habitat descriptions, and whether or not the CNDDDB documents an occurrence within one mile of the project site.

Table 1 — Listed and Special-Status Species Potentially Occurring within the Project Area or in the Vicinity

Special-Status Species	Regulatory Status (Federal; State; Local; CNPS)	Habitat Requirements	CNDDDB Occurrence within One Mile of Project Site Yes/No
Wildlife			
Invertebrates			
Conservancy fairy shrimp <i>Branchinecta conservatio</i>	FE; --; --; --	Large, deep vernal pools and swales and other seasonally inundated aquatic habitats.	No
Valley elderberry longhorn beetle <i>Desmocerus californicus dimorphus</i>	FT; --; --; --	Blue elderberry shrubs (<i>Sambucus mexicana</i>) usually associated with riparian areas.	No
Vernal pool fairy shrimp <i>Branchinecta lynchi</i>	FT; --; --; --	Vernal pools, swales, and ephemeral freshwater habitat.	No
Vernal pool tadpole shrimp <i>Lepidurus packardii</i>	FE; --; --; --	Vernal pools, swales, and ephemeral freshwater habitat.	No
Amphibians and Reptiles			
California red-legged frog <i>Rana aurora draytonii</i>	FT; CSC; --; --	Requires a permanent water source and is typically found along quiet slow-moving streams, ponds, or marsh communities with emergent vegetation and deep, cool water pools. Upland and bank areas required for aestivation periods.	No
California tiger salamander <i>Ambystoma californiense</i>	FT; CT; --; --	Ponded water required for breeding. Adults spend summer in small mammal burrows.	No
Giant garter snake <i>Thamnophis gigas</i>	FT; CT; --; --	Slow-moving, aquatic habitat with basking sites such as exposed rocks and often with emergent vegetation.	No
Fish			
Central Valley spring-run Chinook salmon <i>Oncorhynchus tshawytscha</i>	FT; CT; --; --	Sacramento and San Joaquin rivers and their tributaries.	No
Central Valley steelhead <i>Oncorhynchus mykiss</i>	FT; --; --; --	Sacramento and San Joaquin rivers and their tributaries.	No
Delta smelt <i>Hypomesus transpacificus</i>	FT; CT; --; --	Concentrated in Sacramento River channel between Collinsville and Rio Vista.	No

Special-Status Species	Regulatory Status (Federal; State; Local; CNPS)	Habitat Requirements	CNDDDB Occurrence within One Mile of Project Site Yes/No
Green Sturgeon <i>Acipenser medirostris</i>	FT; CSC; --; -- (Southern District Population Segment)	Coastal bays and estuaries and marine waters. Spawns in Sacramento River; prefers fast, deep water with cobble bottom.	No
Winter-run Chinook salmon <i>Oncorhynchus tshawytscha</i>	FE; CE; --; --	Sacramento and San Joaquin rivers and their tributaries.	No
Birds			
Western yellow-billed cuckoo <i>Coccyzus americanus occidentalis</i>	FC; CE; --; --	Nests in a riparian habitat through much of lowland California (usually in major river valleys), predominantly in willows and cottonwoods.	No
Federally-Listed Species: FE = federal endangered PT = proposed threatened FT = federal threatened FPD = proposed for delisting FC = candidate FD = delisted		California State Listed Species: CE = California state endangered CT = California state threatened CR = California state rare CSC = California Species of Special Concern CFP = California Fully Protected Species	CNPS* Rank Categories: 1A = plants presumed extinct in California 1B = plants rare, threatened, or endangered in California and elsewhere 2 = plants rare, threatened, or endangered in California, but common elsewhere 3 = plants about which we need more information 4 = plants of limited distribution Other Special-status Listing: SLC = species of local or regional concern or conservation significance YP = Yolo Natural Heritage Program
<i>Source: Foothill Associates</i>			

**Enclosure 1 — U.S. Fish and Wildlife Service Federal
Endangered and Threatened Species that Occur in or
May be Affected by Projects in the Clarksburg (497A)
and Florin (496B) U.S.G.S. 7.5' Minute Quads and
Sacramento County**

U.S. Fish & Wildlife Service
Sacramento Fish & Wildlife Office
Federal Endangered and Threatened Species that Occur in
or may be Affected by Projects in the
CLARKSBURG (497A)
U.S.G.S. 7 1/2 Minute Quad

Report Date: March 12, 2015

Listed Species

Invertebrates

Branchinecta conservatio
Conservancy fairy shrimp (E)

Branchinecta lynchi
vernal pool fairy shrimp (T)

Desmocerus californicus dimorphus
valley elderberry longhorn beetle (T)

Lepidurus packardi
vernal pool tadpole shrimp (E)

Fish

Acipenser medirostris
green sturgeon (T) (NMFS)

Hypomesus transpacificus
Critical habitat, delta smelt (X)
delta smelt (T)

Oncorhynchus mykiss
Central Valley steelhead (T) (NMFS)
Critical habitat, Central Valley steelhead (X) (NMFS)

Oncorhynchus tshawytscha
Central Valley spring-run chinook salmon (T) (NMFS)
Critical Habitat, Central Valley spring-run chinook (X) (NMFS)
Critical habitat, winter-run chinook salmon (X) (NMFS)
winter-run chinook salmon, Sacramento River (E) (NMFS)

Amphibians

Ambystoma californiense

California tiger salamander, central population (T)

Rana draytonii

California red-legged frog (T)

Reptiles

Thamnophis gigas

giant garter snake (T)

Birds

Coccyzus americanus occidentalis

Western yellow-billed cuckoo (T)

Key:

- (E) Endangered - Listed as being in danger of extinction.
- (T) Threatened - Listed as likely to become endangered within the foreseeable future.
- (P) Proposed - Officially proposed in the Federal Register for listing as endangered or threatened.
- (NMFS) Species under the Jurisdiction of the [National Oceanic & Atmospheric Administration Fisheries Service](#). Consult with them directly about these species.
- Critical Habitat - Area essential to the conservation of a species.
- (PX) Proposed Critical Habitat - The species is already listed. Critical habitat is being proposed for it.
- (C) Candidate - Candidate to become a proposed species.
- (V) Vacated by a court order. Not currently in effect. Being reviewed by the Service.
- (X) Critical Habitat designated for this species

U.S. Fish & Wildlife Service
Sacramento Fish & Wildlife Office
Federal Endangered and Threatened Species that Occur in
or may be Affected by Projects in the
FLORIN (496B)
U.S.G.S. 7 1/2 Minute Quad

Report Date: March 12, 2015

Listed Species

Invertebrates

Branchinecta lynchi
vernal pool fairy shrimp (T)

Desmocerus californicus dimorphus
valley elderberry longhorn beetle (T)

Lepidurus packardi
vernal pool tadpole shrimp (E)

Fish

Acipenser medirostris
green sturgeon (T) (NMFS)

Hypomesus transpacificus
Critical habitat, delta smelt (X)
delta smelt (T)

Oncorhynchus mykiss
Central Valley steelhead (T) (NMFS)

Oncorhynchus tshawytscha
Central Valley spring-run chinook salmon (T) (NMFS)
winter-run chinook salmon, Sacramento River (E) (NMFS)

Amphibians

Ambystoma californiense
California tiger salamander, central population (T)

Rana draytonii
California red-legged frog (T)

Reptiles

Thamnophis gigas
giant garter snake (T)

Birds

Coccyzus americanus occidentalis
Western yellow-billed cuckoo (T)

Key:

- (E) Endangered - Listed as being in danger of extinction.
- (T) Threatened - Listed as likely to become endangered within the foreseeable future.
- (P) Proposed - Officially proposed in the Federal Register for listing as endangered or threatened.
- (NMFS) Species under the Jurisdiction of the [National Oceanic & Atmospheric Administration Fisheries Service](#). Consult with them directly about these species.
- Critical Habitat - Area essential to the conservation of a species.
- (PX) Proposed Critical Habitat - The species is already listed. Critical habitat is being proposed for it.
- (C) Candidate - Candidate to become a proposed species.
- (V) Vacated by a court order. Not currently in effect. Being reviewed by the Service.
- (X) Critical Habitat designated for this species

U.S. Fish & Wildlife Service
Sacramento Fish & Wildlife Office
Federal Endangered and Threatened Species that Occur in
or may be Affected by Projects in the Counties and/or
U.S.G.S. 7 1/2 Minute Quads you requested

Document Number: 150331025449

Current as of: March 31, 2015

Quad Lists

Listed Species

Invertebrates

- Branchinecta conservatio*
Conservancy fairy shrimp (E)
- Branchinecta lynchi*
vernal pool fairy shrimp (T)
- Desmocerus californicus dimorphus*
valley elderberry longhorn beetle (T)
- Lepidurus packardii*
vernal pool tadpole shrimp (E)

Fish

- Acipenser medirostris*
green sturgeon (T) (NMFS)
- Hypomesus transpacificus*
Critical habitat, delta smelt (X)
delta smelt (T)
- Oncorhynchus mykiss*
Central Valley steelhead (T) (NMFS)
Critical habitat, Central Valley steelhead (X) (NMFS)
- Oncorhynchus tshawytscha*
Central Valley spring-run chinook salmon (T) (NMFS)
Critical Habitat, Central Valley spring-run chinook (X) (NMFS)
Critical habitat, winter-run chinook salmon (X) (NMFS)
winter-run chinook salmon, Sacramento River (E) (NMFS)

Amphibians

- Ambystoma californiense*
California tiger salamander, central population (T)
- Rana draytonii*
California red-legged frog (T)

Reptiles

- Thamnophis gigas*
giant garter snake (T)

Birds

- Coccyzus americanus occidentalis*
Western yellow-billed cuckoo (T)

Quads Containing Listed, Proposed or Candidate Species:

FLORIN (496B)

CLARKSBURG (497A)

County Lists

Listed Species

Invertebrates

Apodemia mormo langei
Lange's metalmark butterfly (E)

S

Branchinecta conservatio
Conservancy fairy shrimp (E)

S

Branchinecta lynchi
Critical habitat, vernal pool fairy shrimp (X)
vernal pool fairy shrimp (T)

S

Desmocerus californicus dimorphus
Critical habitat, valley elderberry longhorn beetle (X)
valley elderberry longhorn beetle (T)

S

Elaphrus viridis
delta green ground beetle (T)

S

Incisalia mossii bayensis
San Bruno elfin butterfly (E)

S

Lepidurus packardi
Critical habitat, vernal pool tadpole shrimp (X)
vernal pool tadpole shrimp (E)

S

Fish

Acipenser medirostris
green sturgeon (T) (NMFS)

S

Hypomesus transpacificus
Critical habitat, delta smelt (X)
delta smelt (T)

S

Oncorhynchus mykiss
Central Valley steelhead (T) (NMFS)
Critical habitat, Central Valley steelhead (X) (NMFS)

S

Oncorhynchus tshawytscha
Central Valley spring-run chinook salmon (T) (NMFS)
Critical Habitat, Central Valley spring-run chinook (X) (NMFS)

Critical habitat, winter-run chinook salmon (X) (NMFS)
 winter-run chinook salmon, Sacramento River (E) (NMFS)

S

Amphibians

Ambystoma californiense

California tiger salamander, central population (T)

Critical habitat, CA tiger salamander, central population (X)

S

Rana draytonii

California red-legged frog (T)

S

Reptiles

Thamnophis gigas

giant garter snake (T)

S

Birds

Charadrius alexandrinus nivosus

western snowy plover (T)

S

Coccyzus americanus occidentalis

Western yellow-billed cuckoo (T)

S

Rallus longirostris obsoletus

California clapper rail (E)

S

Sternula antillarum (=Sterna, =albifrons) browni

California least tern (E)

S

Vireo bellii pusillus

Least Bell's vireo (E)

S

Mammals

Reithrodontomys raviventris

salt marsh harvest mouse (E)

S

Sylvilagus bachmani riparius

riparian brush rabbit (E)

S

Vulpes macrotis mutica

San Joaquin kit fox (E)

S

Plants

Arctostaphylos myrtifolia

Ione manzanita (T)

S

Calystegia stebbinsii

Stebbins's morning-glory (E)

S

Castilleja campestris ssp. succulenta

Critical habitat, succulent (=fleshy) owl's-clover (X)

succulent (=fleshy) owl's-clover (T)

S

Ceanothus roderickii

Pine Hill ceanothus (E)

S

Cordylanthus mollis ssp. mollis

soft bird's-beak (E)

S

Cordylanthus palmatus

palmate-bracted bird's-beak (E)

S

Eriogonum apricum var. apricum

Ione buckwheat (E)

S

Eriogonum apricum var. prostratum

Irish Hill buckwheat (E)

S

Erysimum capitatum ssp. angustatum

Contra Costa wallflower (E)

Critical Habitat, Contra Costa wallflower (X)

S

Fremontodendron californicum ssp. decumbens

Pine Hill flannelbush (E)

S

Galium californicum ssp. sierrae

El Dorado bedstraw (E)

S

Lasthenia conjugens

Contra Costa goldfields (E)

S

Neostapfia colusana

Colusa grass (T)

S

Oenothera deltooides ssp. howellii

Antioch Dunes evening-primrose (E)

Critical habitat, Antioch Dunes evening-primrose (X)

S

Orcuttia tenuis

Critical habitat, slender Orcutt grass (X)

slender Orcutt grass (T)

S

Orcuttia viscida

Critical habitat, Sacramento Orcutt grass (X)

Sacramento Orcutt grass (E)

S

Senecio layneae

Layne's butterweed (=ragwort) (T)

S

Sidalcea keckii

Keck's checker-mallow (=checkerbloom) (E)

S

Key:(E) *Endangered* - Listed as being in danger of extinction.(T) *Threatened* - Listed as likely to become endangered within the foreseeable future.(P) *Proposed* - Officially proposed in the Federal Register for listing as endangered or threatened.(NMFS) Species under the Jurisdiction of the [National Oceanic & Atmospheric Administration Fisheries Service](#). Consult with them directly about these species.*Critical Habitat* - Area essential to the conservation of a species.(PX) *Proposed Critical Habitat* - The species is already listed. Critical habitat is being proposed for it.(C) *Candidate* - Candidate to become a proposed species.

(V) Vacated by a court order. Not currently in effect. Being reviewed by the Service.

(X) *Critical Habitat* designated for this species

Important Information About Your Species List

How We Make Species Lists

We store information about endangered and threatened species lists by U.S. Geological Survey 7½ minute quads. The United States is divided into these quads, which are about the size of San Francisco.

The animals on your species list are ones that occur within, **or may be affected by** projects within, the quads covered by the list.

- Fish and other aquatic species appear on your list if they are in the same watershed as your quad or if water use in your quad might affect them.
- Amphibians will be on the list for a quad or county if pesticides applied in that area may be carried to their habitat by air currents.

- Birds are shown regardless of whether they are resident or migratory. Relevant birds on the county list should be considered regardless of whether they appear on a quad list.

Plants

Any plants on your list are ones that have actually been observed in the area covered by the list. Plants may exist in an area without ever having been detected there. You can find out what's in the surrounding quads through the California Native Plant Society's online [Inventory of Rare and Endangered Plants](#).

Surveying

Some of the species on your list may not be affected by your project. A trained biologist and/or botanist, familiar with the habitat requirements of the species on your list, should determine whether they or habitats suitable for them may be affected by your project. We recommend that your surveys include any proposed and candidate species on your list. See our [Protocol](#) and [Recovery Permits](#) pages.

For plant surveys, we recommend using the [Guidelines for Conducting and Reporting Botanical Inventories](#). The results of your surveys should be published in any environmental documents prepared for your project.

Your Responsibilities Under the Endangered Species Act

All animals identified as listed above are fully protected under the Endangered Species Act of 1973, as amended. Section 9 of the Act and its implementing regulations prohibit the take of a federally listed wildlife species. Take is defined by the Act as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect" any such animal.

Take may include significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or shelter (50 CFR §17.3).

Take incidental to an otherwise lawful activity may be authorized by one of two procedures:

- If a Federal agency is involved with the permitting, funding, or carrying out of a project that may result in take, then that agency must engage in a formal [consultation](#) with the Service. During formal consultation, the Federal agency, the applicant and the Service work together to avoid or minimize the impact on listed species and their habitat. Such consultation would result in a biological opinion by the Service addressing the anticipated effect of the project on listed and proposed species. The opinion may authorize a limited level of incidental take.
- If no Federal agency is involved with the project, and federally listed species may be taken as part of the project, then you, the applicant, should apply for an incidental take permit. The Service may issue such a permit if you submit a satisfactory conservation plan for the species that would be affected by your project.

Should your survey determine that federally listed or proposed species occur in the area and are likely to be affected by the project, we recommend that you work with this office and the California Department of Fish and Game to develop a plan that minimizes the project's direct and indirect impacts to listed species and compensates for project-related loss of habitat. You should include the plan in any environmental documents you file.

Critical Habitat

When a species is listed as endangered or threatened, areas of habitat considered essential to its conservation may be designated as critical habitat. These areas may require special management considerations or protection. They provide needed space for growth and normal behavior; food, water, air, light, other nutritional or physiological requirements; cover or

shelter; and sites for breeding, reproduction, rearing of offspring, germination or seed dispersal.

Although critical habitat may be designated on private or State lands, activities on these lands are not restricted unless there is Federal involvement in the activities or direct harm to listed wildlife.

If any species has proposed or designated critical habitat within a quad, there will be a separate line for this on the species list. Boundary descriptions of the critical habitat may be found in the Federal Register. The information is also reprinted in the Code of Federal Regulations (50 CFR 17.95). See our [Map Room](#) page.

Candidate Species

We recommend that you address impacts to candidate species. We put plants and animals on our candidate list when we have enough scientific information to eventually propose them for listing as threatened or endangered. By considering these species early in your planning process you may be able to avoid the problems that could develop if one of these candidates was listed before the end of your project.

Species of Concern

The Sacramento Fish & Wildlife Office no longer maintains a list of species of concern. However, various other agencies and organizations maintain lists of at-risk species. These lists provide essential information for land management planning and conservation efforts. [More info](#)

Wetlands

If your project will impact wetlands, riparian habitat, or other jurisdictional waters as defined by section 404 of the Clean Water Act and/or section 10 of the Rivers and Harbors Act, you will need to obtain a permit from the U.S. Army Corps of Engineers. Impacts to wetland habitats require site specific mitigation and monitoring. For questions regarding wetlands, please contact Mark Littlefield of this office at (916) 414-6520.

Updates

Our database is constantly updated as species are proposed, listed and delisted. If you address proposed and candidate species in your planning, this should not be a problem. However, we recommend that you get an updated list every 90 days. That would be June 29, 2015.