

City of SACRAMENTO

COMMUNITY DEVELOPMENT
DEPARTMENT

ENVIRONMENTAL PLANNING
SERVICES

300 Richards Boulevard
Third Floor
Sacramento, CA 95811

MITIGATED NEGATIVE DECLARATION

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

North 12th Complete Streets Project - The proposed project, is located within both the City's River District and Alkali Flat/Mansion Flats Neighborhoods. Improvements are proposed within an alignment extending along North 12th Street, from Richards Boulevard to H Street; on Sunbeam Avenue, from North 12th Street to Richards Boulevard; and along Richards Boulevard, from North 12th Street to Sunbeam Avenue, within the City of Sacramento, Sacramento County, California. The project includes improving and transforming the North 12th Street/12th Street Corridor southwards from Richards Boulevard to H Street into a Complete Street with lane reduction and the installation of a Class IV separated bikeway along the west side of North 12th Street. The proposed Project also includes construction of new sidewalks, landscaping, bus landings, street and pedestrian lighting, and a new traffic signal at the Richards Boulevard and Sunbeam Avenue intersection.

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

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

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

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

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

By: 

Date: March 14, 2018



NORTH 12TH COMPLETE STREET PROJECT [T15165000]

FINAL 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, CA 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.

Revisions have been made to this Initial Study which are staff-initiated for clarification purposes only and do not affect the adequacy of the environmental analysis contained in this Initial Study. Text changes are shown in ~~strike-through~~ and double underline format. Pursuant to CEQA Guidelines Section 15073.5, new information has been added to provide updated information and clarification where no new or additional impacts are identified. No recirculation of the mitigated negative declaration is required.

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 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.

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

TABLE OF CONTENTS

Section I - Background	1
Section II - Project Description	3
Section III – Environmental Checklist and Discussion	19
Section IV - Environmental Factors Potentially Affected	80
Section V - Determination	81
References Cited	82

Appendices

- A. Project Layout
- B. Construction Emissions
- C. Agency Species Lists

List of Tables

Table 1	Sacramento County Attainment Status	30
Table 2	Summary of Air Quality Monitoring Data (2012–2016)	31
Table 3	Maximum Daily Construction Emissions (Pounds per Day) ^{1,2}	33
Table 4	Existing Intersection Levels of Service	71
Table 5	Existing Plus Project Intersection Levels of Service	73

List of Figures

Figure 1	Regional Location	4
Figure 2	Project Vicinity	5
Figure 3	2035 General Plan Land Use	8
Figure 4	Zoning Designations	9
Figure 5a	ROW Acquisitions and Staging Area (1 of 3)	15
Figure 5b	ROW Acquisitions and Staging Area (2 of 3)	16
Figure 5c	ROW Acquisitions and Staging Area (3 of 3)	17
Figure 5d	Option 1A Layout	18
Figure 6	Special-status Species Occurrences within a 5-mile Radius of the Project Site	40
Figure 7	Floodplain	58

SECTION I - BACKGROUND

Project Name and File Number: North 12th Complete Street Project (T15165000)

Project Location: The Project is located on North 12th Street/12th Street from Richards Boulevard to H Street in Sacramento, CA

Project Applicant: City of Sacramento
Department of Public Works
915 I Street, 2nd Floor
Sacramento, California 95814

Project Manager: Megan Johnson, Associate Civil Engineer

Environmental Planner: Scott Johnson, Associate Planner

Environmental Consultant: Environmental Science Associates

Date Initial Study Completed: ~~January 12~~March 13, 2018

This Initial Study was prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Sections 21000 *et seq.*) and CEQA Guidelines (Title 14, Section 15000 *et seq.* of the California Code of Regulations). 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 the proposed Project is an anticipated subsequent Project identified and described in the 2035 General Plan Master EIR and is consistent with the permissible use 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 review the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the 2035 General Plan Master EIR to determine their adequacy for the Project (see CEQA Guidelines Section 15178(b),(c)) and identify any potential new or additional Project-specific significant environmental effects that were not analyzed in the Master EIR and any mitigation measures or alternatives that may avoid or mitigate the identified effects to a level of insignificance, if any.

As part of the Master EIR process, the City is required to incorporate all feasible mitigation measures or feasible alternatives appropriate to the Project as set forth in the Master EIR (CEQA Guidelines Section 15177(d)) Policies included in the 2035 General Plan that reduce significant impacts identified in the Master EIR are identified and discussed. See also the Master EIR for the 2035 General Plan. The mitigation monitoring plan for the 2035 General Plan, which provides references to applicable general plan policies that reduce the environmental effects of development that may occur consistent with the general plan, is included in the adopting resolution for the Master EIR. See City Council Resolution No. 2015-0060, beginning on page 60. The resolution is available at:

<https://www.cityofsacramento.org/-/media/Corporate/Files/CDD/Planning/Environmental-Impact-Reports/2035-GP-Update/Resolution-2015-0060.pdf?la=en>.

This analysis incorporates by reference the general discussion portions of the 2035 General Plan Master EIR. (CEQA Guidelines Section 15150(a)). The Master EIR 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. Written comments should be sent at the earliest possible date, but no later than the 30-day review period ending Wednesday, February 21, 2017.

Please send written responses to:

Scott Johnson, Associate Planner
Community Development Department
City of Sacramento
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811
Direct Line: (916) 808-5842

SRJohnson@cityofsacramento.org

SECTION II - PROJECT DESCRIPTION

INTRODUCTION

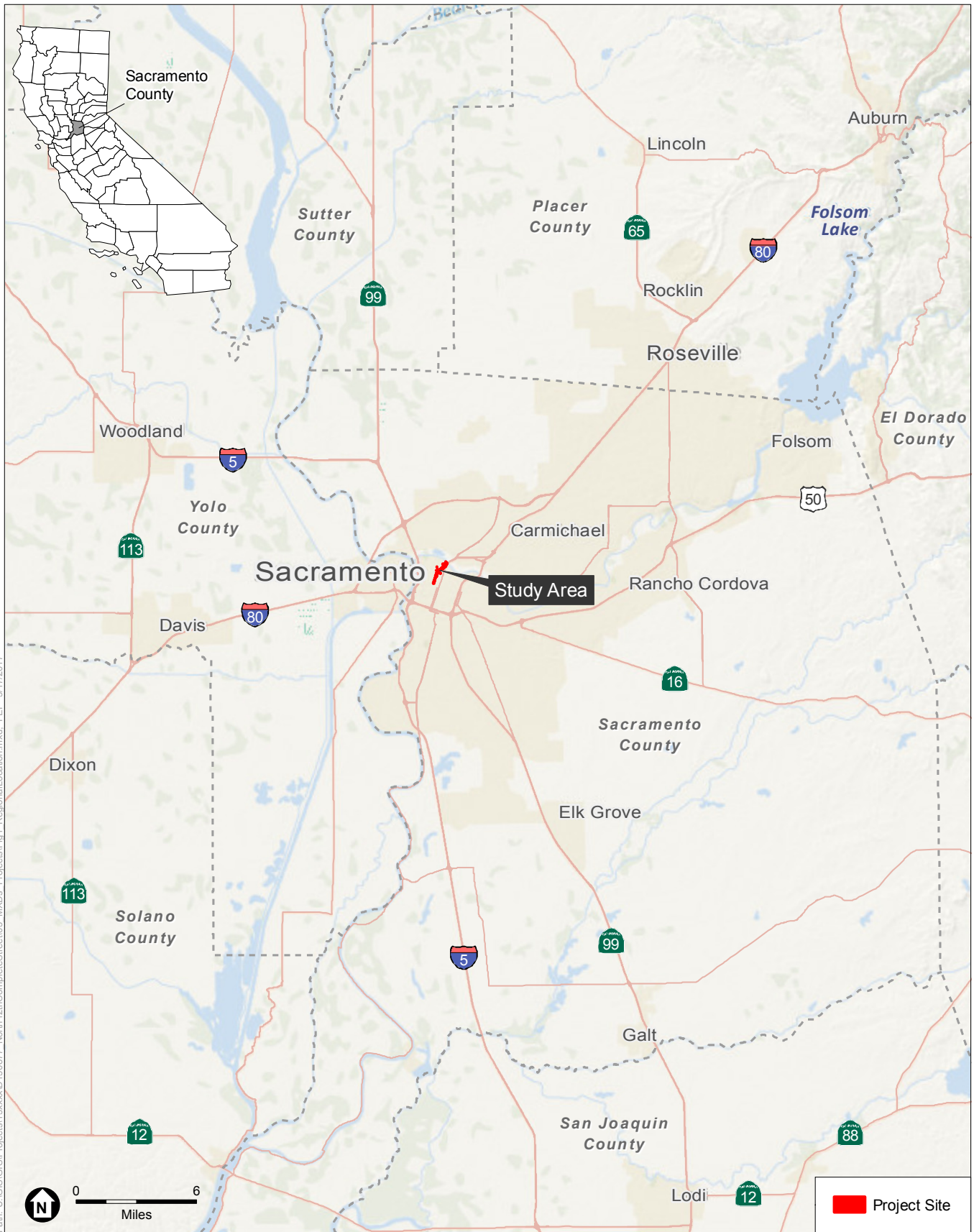
The City of Sacramento (City) is proposing the North 12th Complete Street Project (Project) to improve and transform the North 12th Street/12th Street Corridor (referred to hereafter as “North 12th Street”) southwards from Richards Boulevard to H Street into a Complete Street with the installation of a Class IV separated bikeway along the west side of North 12th Street. The proposed Project also includes construction of new sidewalks, landscaping, bus landings, street and pedestrian lighting, and a new traffic signal at the Richards Boulevard and Sunbeam Avenue intersection. While North 12th Street currently serves as a significant transportation corridor for automobiles and transit, including bus and light rail, the proposed alternative transportation improvements. further activate mobility on this critical transportation link.

PROJECT LOCATION

The Project site is located in Sacramento, California, approximately 80 miles east of San Francisco and 85 miles west of Lake Tahoe. Sacramento is a major transportation hub, the point of intersection of transportation routes that connect Sacramento to the San Francisco Bay area to the west, the Sierra Nevada Mountain Range and Nevada to the east, Los Angeles to the south, and Oregon and the Pacific Northwest to the north. The City is bisected by a number of major freeways including Interstate 5 (I-5) that traverses the state from north to south; Interstate 80 (I-80), which provides an east-west connection between San Francisco and Reno; and U.S. Highway 50 which provides an east-west connection between Sacramento and South Lake Tahoe. **Figure 1** shows the location of the Project site in the Sacramento region.

The Project is located within both the City’s River District and Alkali Flat/Mansion Flats Neighborhoods. North 12th Street is the major transportation artery for access to downtown from North Sacramento. The Project would incorporate the River District’s vision of transforming the existing light industrial and commercial area into an urban community of diverse uses.

Improvements are proposed within an alignment extending along North 12th Street, from Richards Boulevard to H Street; on Sunbeam Avenue, from North 12th Street to Richards Boulevard; and along Richards Boulevard, from North 12th Street to Sunbeam Avenue, within the City of Sacramento, Sacramento County, California, Township 9 North, Range 4 East, Section 36 on the Sacramento East U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle. The approximate location of the Project site is 38° 35' 25.41" North and -121° 29' 9.60" West. **Figure 2** illustrates the proposed Project location in the North 12th Street Corridor. It should be noted that the Project boundary shown in the figure is broadly presented to include the entirety of the North 12th Street right-of-way (ROW) and associated sidewalk areas, as well as similar boundaries for portions of roadways intersecting North 12th Street. This broad boundary is presented so as to include the Area of Potential Effect (APE) for cultural resources, which, as is typical, incorporates additional areas beyond the area of actual physical impact. The area of direct physical construction for the Project would generally be limited to the western-most lane of 12th Street/ North 12th Street, as well as limited peripheral areas.



SOURCE: ESRI, 2012; ESA, 2017

North 12th Complete Street Project

Figure 1
Regional Location





Path: U:\GIS\GIS\Projects\15xxxx\DI_50877_North_12thCompleteStreet\03_MXD\Diagrams\ProjectVicinity.mxd_FEP_10/14/2017

SOURCE: Esri, 2016; ESA, 2017

North 12th Complete Street Project

Figure 2
Project Vicinity



This page intentionally left blank

A mix of business and residential properties currently front North 12th Street, as well as vacant lots, public parking lots, and several warehouse facilities. Based on the City of Sacramento 2035 General Plan Land Use and Urban Form Diagram, the Project is within areas designated as Urban Center Low, Employment Center Low Rise, Urban Center High, Urban Corridor Low, Traditional Neighborhood Medium, and Regional Commercial (**Figure 3**). The Project site is almost entirely within existing City-owned right-of-way (ROW) designated for North 12th Street, Richards Boulevard, and Sunbeam Avenue with the exception of limited areas of ROW acquisition that would be needed at the intersection with North B Street, and along Sunbeam Avenue for all project options; at the intersection of North 12th Street and Richards Boulevard for the main alternative; and for the potential Alternative Trail Connection to the Two Rivers Trail at the Sunbeam/Richards Blvd intersection for the Alternative Trail Connection to the Two Rivers Trail and Option 1A.

As shown in **Figure 4**, surrounding lands include parcels zoned as General Commercial Zone, Limited Commercial, General Commercial, Central Business District, Heavy Commercial, Office/Residential Mixed-Use, Multi-Family Residential, High-Rise Residential, Residential Mixed-Use, Light Industrial, Agricultural-Open Space, and American River Parkway.

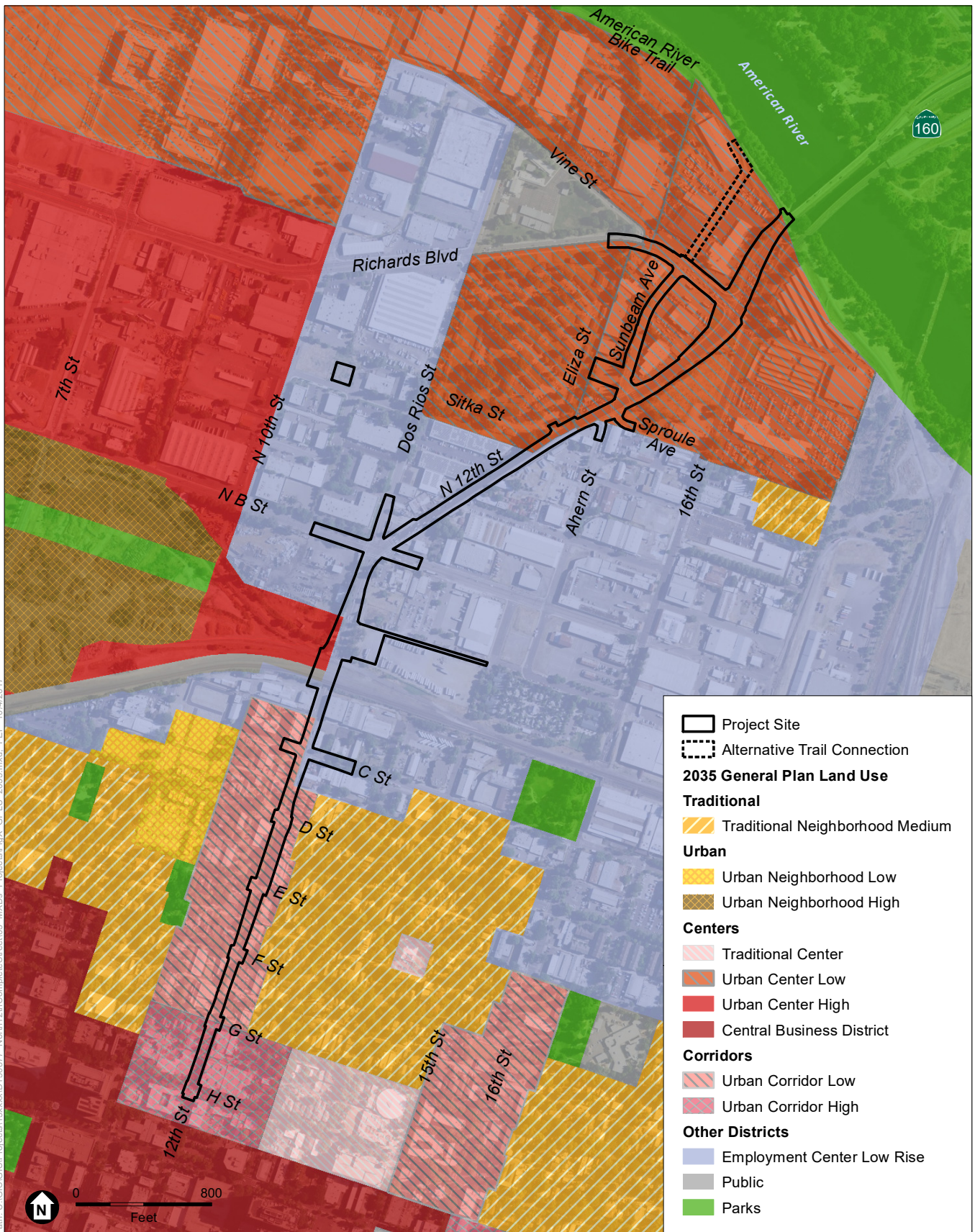
PROJECT BACKGROUND

The North 12th Complete Street Plan, which includes the Project, was initiated as part of a California Department of Transportation (Caltrans) Environmental Justice Grant to investigate opportunities for improving the accessibility and safety in the 12th Street corridor and meet the evolving needs of the community. Early in the planning effort, a Technical Advisory Committee was formed, consisting of representatives from various City departments along with The River District, Sacramento Regional Transit (RT), Sacramento Housing and Redevelopment Agency (SHRA), Sacramento Municipal Utility District (SMUD), and Sacramento Area Council of Governments (SACOG). Outreach was conducted to engage key stakeholder businesses, property owners and residents throughout the course of the Project. The outcomes from that effort were summarized in the *North 12th Street Complete Street Project Concept Report* (City of Sacramento, 2015b) which was completed in February 2015 and included Project alternatives that were analyzed and evaluated for improvements to safety, accessibility, connectivity, cost effectiveness, and operational impacts.

Through the outreach and alternative analysis process, the implementation of a “cycle track” connection on North 12th Street was found to best meet the objectives of the Project. The two-way cycle track would allow bicyclists to ride in both the northbound and southbound directions on North 12th Street, closing a gap in the region’s existing bicycle network. This would make bicycle trips more convenient and provide a safer facility in conjunction with the existing sidewalk.

PUBLIC PARTICIPATION

On Wednesday, March 1, 2017, the City of Sacramento, in partnership with Sacramento Regional Transit District and the Sacramento Housing and Redevelopment Agency, hosted a community outreach event in the River District area. This event provided an overview of five proposed separate projects in the River District, which encompass the area at the confluence of the American and Sacramento Rivers, north of the city’s downtown core. The projects included the City of Sacramento’s North 12th Complete Street Project and the North 16th Street Streetscape Improvements Project, along with SHRA’s Twin Rivers housing improvements, Regional Transit’s future light rail station (Dos Rios Station), and a proposed fire station. More than 70 community members attended the outreach event at the Smythe Academy, located at 700 Dos Rios Street in Sacramento, from 4:00 – 6:00 p.m.

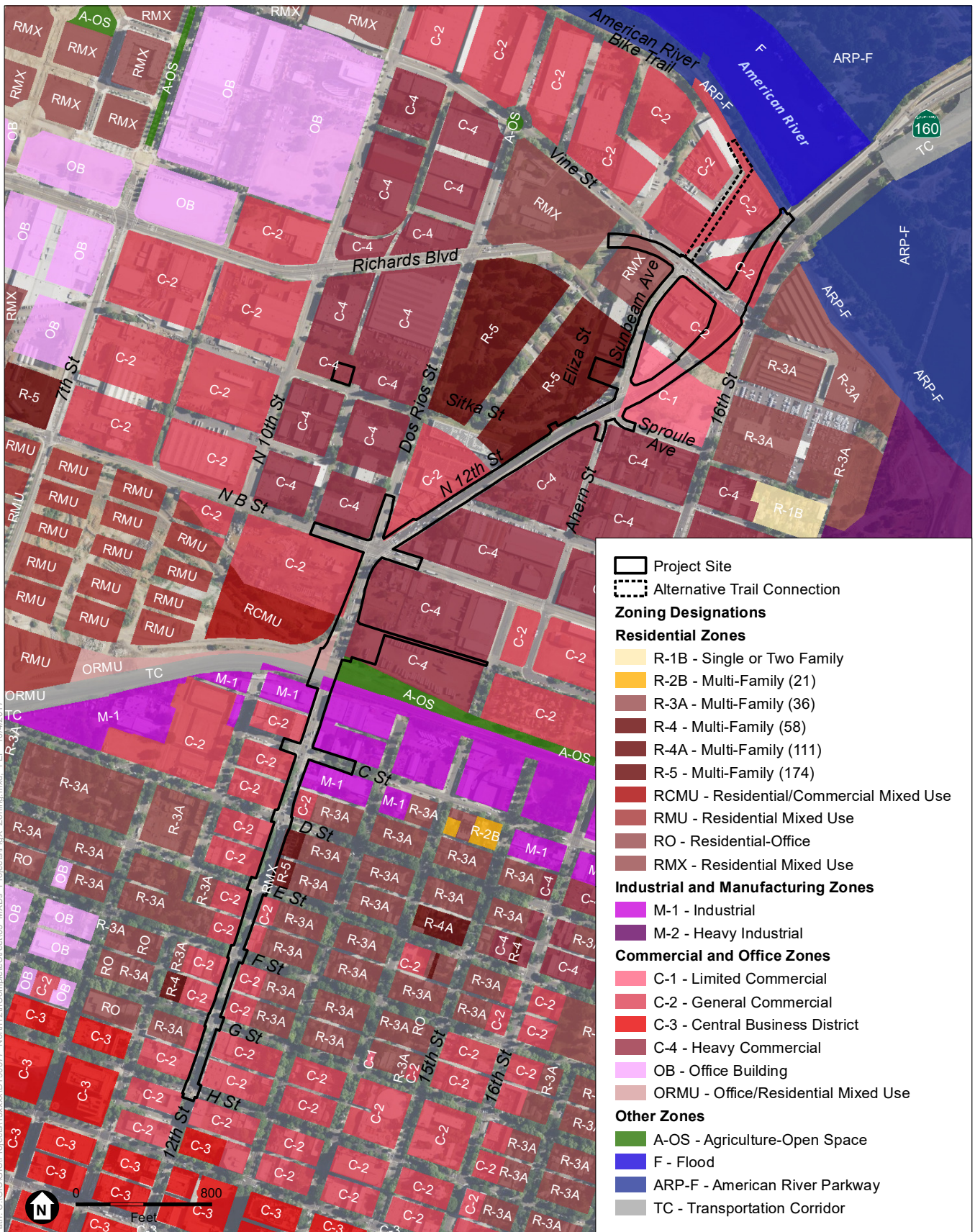


SOURCE: USDA, 2016; City of Sacramento, 2016; ESA, 2017

North 12th Complete Street Project

Figure 3
2035 General Plan Land Use





SOURCE: USDA, 2016; City of Sacramento, 2016; ESA, 2017

North 12th Complete Street Project

Figure 4
Zoning Designations



PROJECT DESCRIPTION

The purpose of the proposed Project is to improve and transform the North 12th Street/12th Street Corridor from Richards Boulevard south to H Street into a complete street. The Project is located within both the City's River District and Alkali Flat/Mansion Flats Neighborhoods. North 12th Street is the major transportation artery for access to downtown from North Sacramento. The Project would incorporate the River District's vision of transforming the existing light industrial and commercial area into an urban community of diverse uses. Principal elements are illustrated in the Project layout included in Appendix A, with narrative descriptions included below.

Principal Project Elements

Bike Facilities

To close the existing gap in the bicycle network from the existing Two Rivers Trail to Downtown Sacramento, a two-way Class IV separated bikeway would be installed within the western-most vehicle travel lane along North 12th Street beginning from C Street northwards to Sunbeam Avenue. The two-way Class IV separated bikeway would continue along Sunbeam Avenue and convert to a Class I bikeway along Richards Boulevard, which would connect with the existing Two Rivers Trail.

The Class IV separated bikeway from C Street to Richards Boulevard would be separated from the roadway by a buffer that would have an average 5-foot width with flexible post delineators spaced at even intervals. This buffer would also vary in width at isolated areas from about 6 feet to 14 feet between C Street and North B Street. On Richards Boulevard from Sunbeam Avenue to North 12th Street, the Class I bikeway would be at the same grade as the sidewalk and would be separated from the sidewalk by a narrow landscape or bioswale strip. Green-colored pavement would be applied in areas where there is potential conflict or crossing areas between bicyclist and vehicle, such as driveways and intersections. The green-colored pavement is intended to increase awareness and visibility of both bicyclist and motorist.

The segment between H Street and C Street would consist of converting the western-most vehicle travel lane to on-street parking by reducing the existing four lane vehicle roadway to three vehicle travel lanes. Class II or III bicycle lanes would be provided in this segment.

Sidewalks

The existing sidewalk on the north side of Richards Boulevard from North 12th Street to Sunbeam Avenue would be converted to a two-way Class I bikeway. A new sidewalk would be constructed north of and parallel to the existing sidewalk. The proposed sidewalk would be separated from the Class I bikeway by a proposed narrow bioswale strip where feasible.

The existing sidewalk along Sunbeam Avenue would be maintained except for the construction of a bus turnout area along southbound Sunbeam Avenue near its intersection with North 12th Street. The sidewalk in this area would be re-constructed to make room for the new bus turnout area.

The sidewalk would be reconstructed on the west side of North 12th Street at the North B Street intersection. To accommodate the new southbound right turn pocket and two-way Class IV separated bikeway on North 12th Street, the sidewalk would be shifted westward. The southwest corner of the intersection would be reconstructed and extended east to reduce the crosswalk length across North 12th Street. Americans with Disabilities Act (ADA) compliant curb ramps would be installed at the corner of the intersection. Existing driveways not in compliance with the latest ADA standards would also be reconstructed for compliance.

The existing sidewalk along the south side of Dos Rios Street would be realigned and re-constructed for approximately 220 feet starting from the intersection of North 12th Street/North B Street to conform with the re-construction of North 12th Street at the North B Street intersection, including the new two-way Class IV separated bikeway on North 12th Street.

Median

New median islands would be installed on the west side of North B Street and would extend eastward to its intersection with the proposed crosswalk along the west leg of the North B Street/North 12th Street intersection. This change in median island configuration is designed to eliminate the through movement from southbound Dos Rios Street to North 12th Street and restrict to a right turn movement to prevent conflict with the proposed two-way Class IV separated bikeway. The new median island would serve as a prohibitive barrier for vehicles attempting to make this turn movement. A median island on Dos Rios Street and North B Street would be constructed to prohibit left turn movements from existing adjacent parcels to eliminate conflicts at the intersection.

On-Street Parking

A mix of business and residential properties are fronting 12th Street and to meet growing parking demands, the Project would install pavement striping to designate new on-street parking stalls on the west side of 12th Street from C Street to H Street. On-street parking would be limited to the available space after clearances to existing driveways, sight distance, existing bus stops are considered.

Street & Pedestrian Lighting

Lighting would be installed in areas to increase visibility for pedestrians, which would include enhanced lighting beneath the Union Pacific Railroad (UPRR) underpass. These improvements would increase visibility, encourage pedestrian and bicyclist activity in the area and foster a community identity for adjacent neighborhoods. If in conflict with Project improvements, existing street lighting poles would be relocated at appropriate locations, while remaining within the existing City ROW.

Traffic Signal Improvements

A new traffic signal would be installed at the Richards Boulevard and Sunbeam Avenue intersection to enhance the intersection control and crossing for pedestrians and bicyclists using the Class IV bikeway. The traffic signal at the five-point intersection of North 12th Street, North B Street, and Dos Rios Street would be modified to accommodate all bicycle movements through the intersection, including the incorporation of the two-way Class IV bikeway. The traffic signal at the C Street and 12th Street intersection would be modified to serve as a protected intersection on the north leg at the beginning of the two-way Class IV bikeway. Traffic striping and pavement markings as well as signs would be installed along the corridor as necessary to improve the directional guidance and improve wayfinding for bicyclists, motorists, and pedestrians.

Pavement

The Project would widen minimal areas with new asphalt pavement to accommodate added vehicle turn lanes and bikeway surfacing. The Project would include a micro seal on the streets.

Drainage Improvement

Drainage improvements would be limited to installing bioswales, constructing new curb and gutter, and adjusting or relocating existing drainage systems components to conform to the proposed improvements. Where feasible, a bioswale strip would be installed adjacent to the Class I bikeway on Richards Boulevard from Sunbeam Avenue to North 12th Street. Existing drainage inlets would be relocated or adjusted as necessary. Significant changes to the drainage system are not anticipated in this Project.

Utilities

The City would work with utility companies, as necessary, for any utility relocation or adjustment.

Tree Removal

An oak tree on the property at the 5-point intersection of North 12th Street, North B Street, and Dos Rios Street (APN 001-0122-014-0000) would be removed to provide sufficient space for the proposed improvements, which would include a right turn lane, standard curb, gutter, and sidewalk. Existing trees along southbound Sunbeam Avenue would be identified for removal to install the proposed bus turnout. Existing trees along the corridor would be pruned as necessary to open the canopy and provide lighting from existing light fixtures to reach the sidewalk area.

Aesthetic Treatment

The existing concrete slope paving on the north/east and north/west sides of North 12th Street underpass at the UPRR tracks would receive topical aesthetic enhancements. The City may apply for grant funding to install murals of local context or interest at this location, if feasible.

Temporary Project Construction Components

Temporary Construction Easements

A total of ~~six~~¹³ Temporary Construction Easements would be required in select locations along Richards Boulevard, Sunbeam Avenue, and North 12th Street (see **Figures 5a, and 5b, and 5c** for locations of TCEs).

Construction Vehicle Access and Staging

Construction vehicle access and staging of construction materials would occur within disturbed or developed areas inside the existing ROW or on vacant land near the Project. One potential area for staging of construction material is a vacant lot owned by the City located on North 11th Street and North D Street. Another potential location for staging is a vacant area of the Carson & Craig Partners property near 510 Sunbeam Avenue. An area from the 1880 North B Street, C/J Warehouse LLC property, which is adjacent to North 12th Street, could also be a potential staging area. All construction vehicle access, materials staging and storage and other construction activities would occur within the defined disturbance limits for the Project. **Figures 5a, and 5b, and 5c** identify potential ROW acquisitions and TCEs required for Project construction and staging.

Alternative Trail Connection

An alternate trail connection that is being considered as part of the Project is a connection to the Two Rivers Trail at the current western driveway access at 1441 Richards Boulevard (APN 001-0070-029-0000). If ~~deemed feasible~~ selected, this connection would replace the proposed connection alignment from Sunbeam Avenue to the existing Two Rivers Trail, which travels along

the north side of Richards Blvd and the west side of North 12th Street. This new direct connection would include a Class I bike trail access ramp that would travel through the driveway access towards the American River levee. The trail would then travel west along the levee side slope for approximately 230 feet and connect to the existing Two Rivers Trail along the American River. This alternative would result in the same impacts, with a minor change to required ROW, as the main alternative and is included in the analysis of this IS/MND. This alternative would require minor ROW acquisition at the intersection of Sunbeam Avenue and Richards Boulevard for the installation of the signal pole, but no additional acquisition along Richards Boulevard.

Option 1A

Option 1A is a variation to the main alternative discussed in this IS/MND and would be constructed along the same alignment, but would lessen impacts in front of the Imler Diesel business property at Richards Boulevard and North 12th Street and only require a sliver (approximately 394 square feet) of ROW at the Sunbeam intersection. From the main alternative, Option 1A would revise the bikeway along the north side of Richards Boulevard from a 5-foot wide landscape buffer area with a constant 8-foot Class I bikeway and a 2-foot buffer behind the proposed sidewalk to an 8-foot multi-use sidewalk behind the proposed curb/gutter and would provide no landscaped area and no dedicated bicycle lane. This configuration maintains the current travel patterns for bicyclists and pedestrians who are accessing the Two Rivers Trail, but improves upon the existing conditions by providing a wider mixed-use sidewalk. Refer to **Figure 5d** for a detailed drawing of Option 1A. Impacts, aside from the reduction to ROW required, would be the same as under the main alternative.

This page intentionally left blank



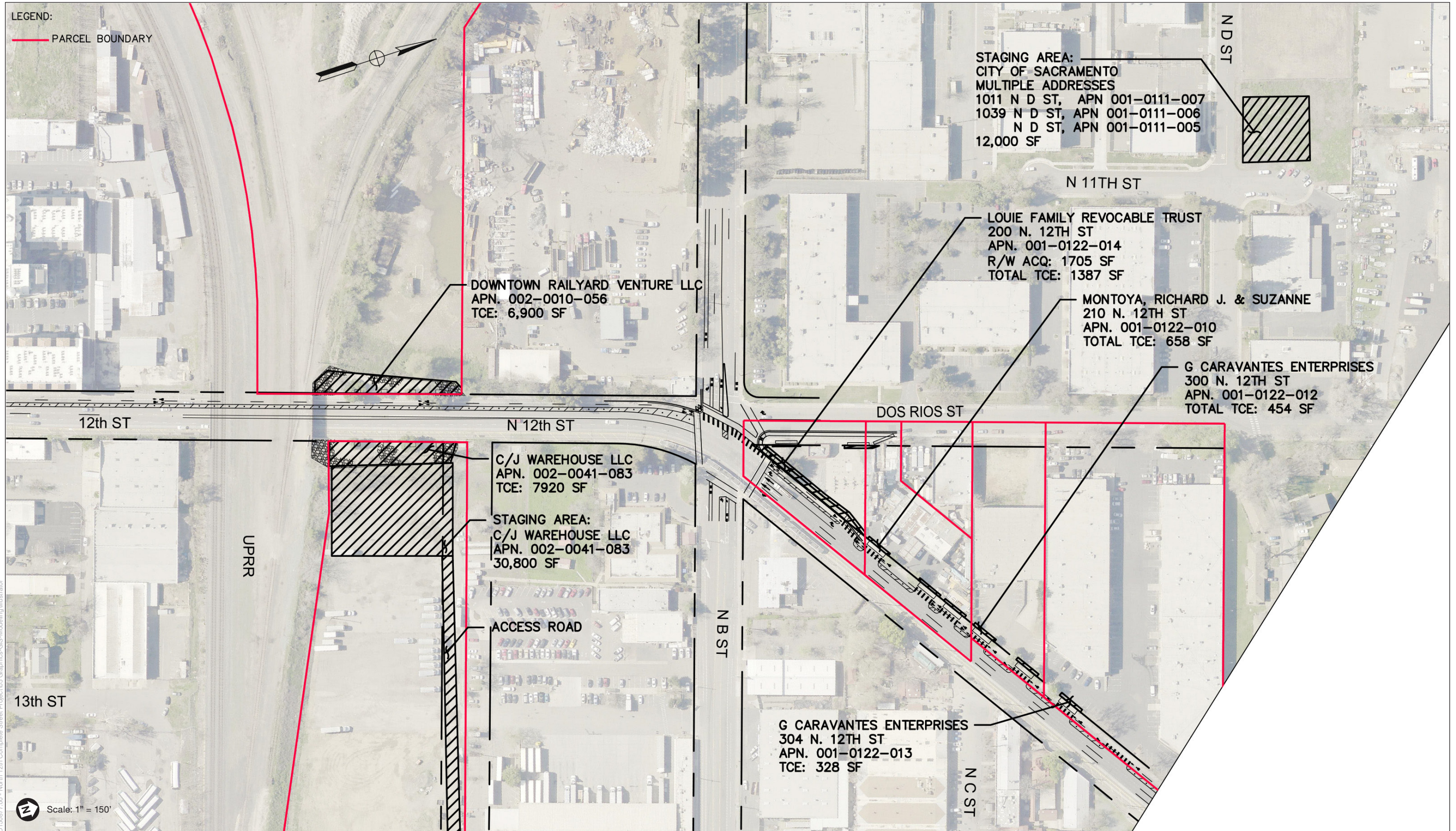
D:\50877.00 - North 12th Complete Street Project\05 Graphics-GIS-Modeling\Illustrator

SOURCE: Psomas, 2018

North 12th Complete Street Project

Figure 5a
 ROW Acquisitions and Staging Area (1 of 3 Sheet)





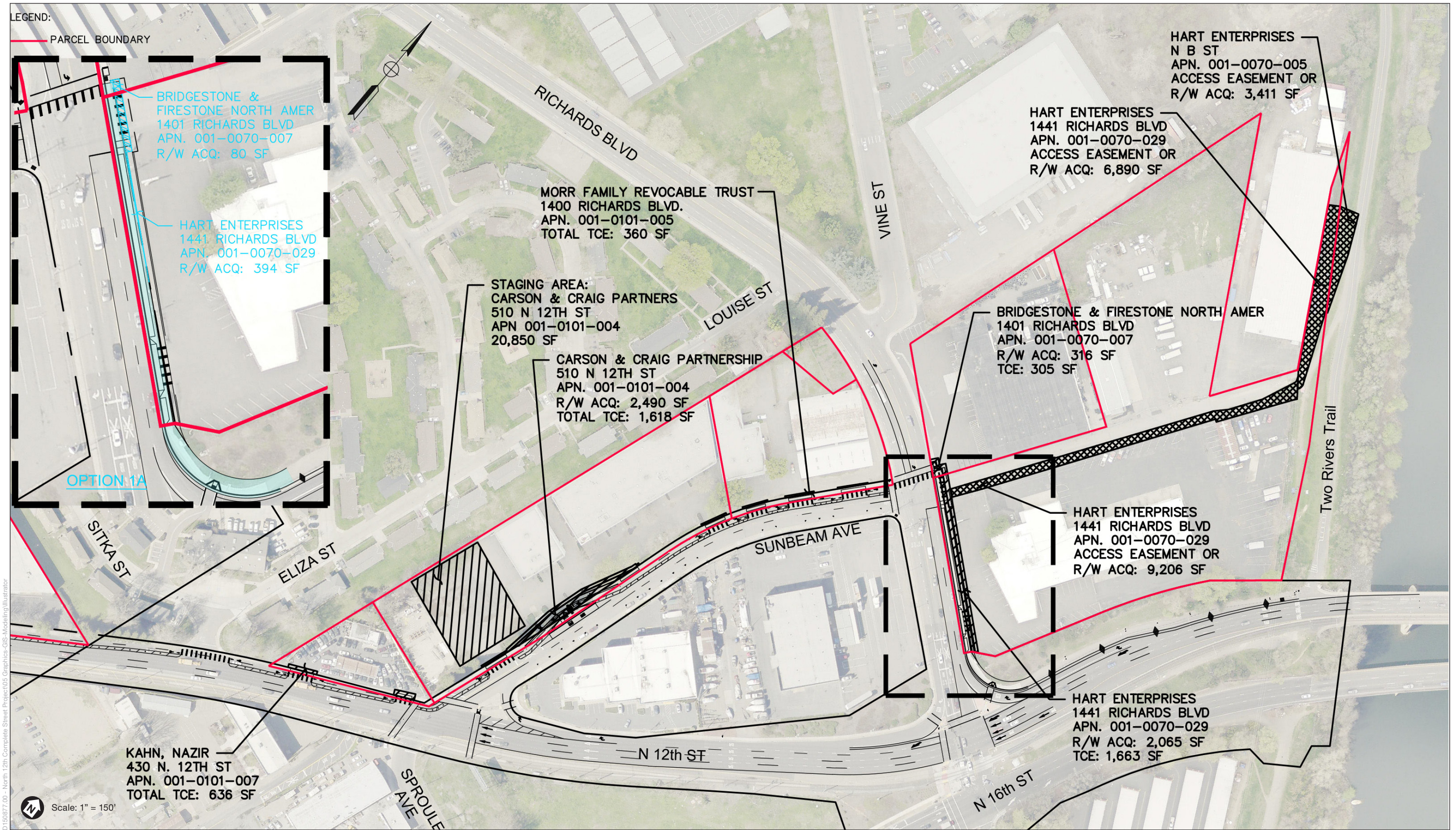
D:\50877.00 - North 12th Complete Street Project\05 Graphics-GIS-Modeling\Illustrator

SOURCE: Psomas, 2018

North 12th Complete Street Project

Figure 5b
 ROW Acquisitions and Staging Area (2 of 3 Sheet)

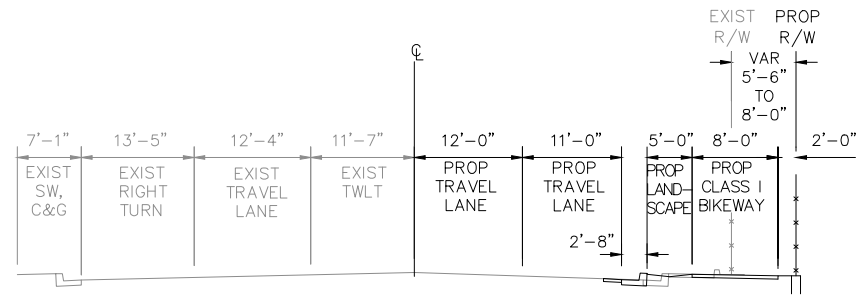




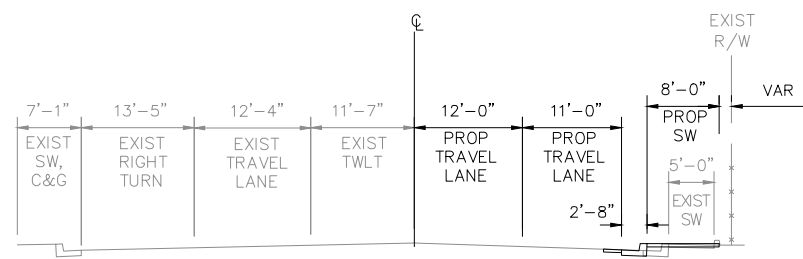
SOURCE: Psomas, 2018

North 12th Complete Street Project

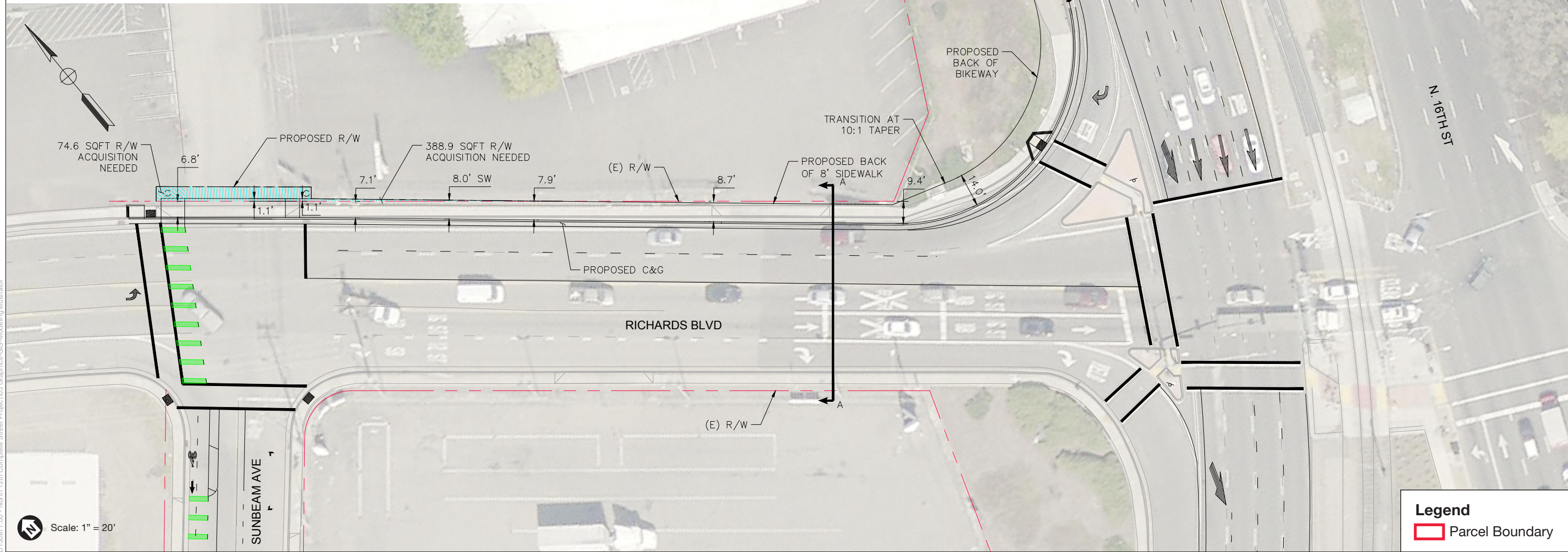
Figure 5c
 ROW Acquisitions and Staging Area (3 of 3 Sheet)



ORIGINAL PROPOSED SECTION A-A



OPTION A: REVISED SECTION A-A



D:\50877.00 - North 12th Complete Street Project\05 Graphics-GIS-Modeling\Illustrator

Scale: 1" = 20'

Legend
 Parcel Boundary

SOURCE: Psomas, 2018

North 12th Complete Street Project

Figure 5d
Option 1A Layout



SECTION 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 of this document.

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 Urban Center Low, Employment Center Low Rise, Urban Center High, Urban Corridor Low, Traditional Neighborhood Medium, and Regional Commercial in the 2035 General Plan (**Figure 3**). Land adjacent to the existing City ROW are zoned General Commercial, Limited Commercial, General Commercial, Central Business District, Heavy Commercial, Office/Residential Mixed-Use, Multi-Family Residential, High-Rise Residential, Residential Mixed-Use, Light Industrial, Agricultural-Open Space, and American River Parkway.

The Project site is located in an urbanized portion of the community. State Route (SR) 160 (south) turns into North 12th Street as it enters the Downtown Sacramento area and Interstate 5 is located approximately 0.7-1.0 miles to the west. North 12th Street is surrounded by commercial and mixed-residential development. Development of the Project site as proposed would improve the existing transportation corridor of North 12th Street as anticipated in the 2035 General Plan and the Planning and Development Code, and the proposed Project 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 operational conflicts. The Project would require partial ROW acquisitions at several locations along the alignment (**Figures 5a** and **5b**). Proposed ROW acquisition would not require

the relocation of any business or residential property and would be minor and not result in any use/operation conflicts between existing and proposed on-site or off-site land uses.

In support of the general plan and applicable area plans, the proposed Project would provide the surrounding communities with safe, reliable, and continuous pedestrian and bicycle routes within the North 12th Street Corridor. The Project would also provide increased accessibility to the recently approved new Sacramento Regional Transit (RT) light rail transit (LRT) station, the Dos Rios Station, on Sunbeam Avenue along the existing Blue Line.

The Project is consistent with the *Central City Community Plan* (updated as part of the 2035 General Plan) (City of Sacramento, 2015a), which focuses on the community identity, economic health, neighborhood design and livability, mobility and connectivity, community safety and welfare, historic and cultural resources, access to open space and parks, and sustainability of the greater downtown area. Proposed improvements are consistent with the Central City Community Plan Policy CC.M.1.6, which states,

“Commuter Bikeways. The City shall prioritize the addition of commuter routes to existing bikeways. The plan recommends that the City identify a north/south route and an east/west bike route that would be improved for commuter use. Improvements would involve modification of the streets to accommodate bicycle commuters rather than exclusively for auto use.”

The proposed Project is also consistent with the *River District Specific Plan* (City of Sacramento, 2011). The River District Specific Plan established planning and design standards for 773 acres of land located at the confluence of the American and Sacramento Rivers, north of the downtown core of the City of Sacramento. The area is generally bound on the north by the American River, on the west by the Sacramento River, on the south by the Railyards Specific Plan area, and on the east by parcels contiguous to North 16th Street. Proposed improvements are specifically consistent with the following River District Specific Plan goals and policies:

GOAL LU2: Create a River District that is safe and inviting.

Policy LU2a. Develop streets and intersections at a scale that are suitable, safe and attractive for pedestrians and bicyclists.

Policy LU2d. Upgrade streetscapes throughout the River District to be attractive and functional to safely integrate vehicular traffic, bicycles, pedestrians, and on-street parking.

Policy LU2e. Implement “Crime Prevention Through Environmental Design” (CPTED) standards to design and implement streetscapes and sites that promote safety and livability.

GOAL LU3: Encourage Areas to grow as distinct neighborhoods with unique characteristics and atmosphere.

Policy LU3d. Design and develop North 16th and North 12th Streets to reflect their important roles as major corridors within the Central City.

Policy LU3h. Establish gateway features at Interstate 5/Richards Boulevard, the north edge of the Railyards, and the American River/Highway 160 to distinguish these entry points to the River District and the Central City.

GOAL C1: Maximize vehicle and pedestrian/bicycle connections within and between the River District and surrounding neighborhoods.

Policy C1b. Improve the design of major streets including North 16th Street, North 12th Street, North 7th Street, Jibboom Street and Richards Boulevard to enhance walkability while moving traffic as smoothly as possible through the District.

GOAL C2: Support freeway improvements that will reinforce the Specific Plan circulation network.

Policy C2d. Encourage the uninterrupted continuation of the Two Rivers Trail along the American River to be incorporated into the Highway 160 overcrossing improvements.

GOAL C3: Support adding new and improving existing river crossings for all modes of travel.

Policy C3b. Support improvements to the Highway 160 overcrossing at the American River for safe and efficient multi-modal travel, including bicycles and pedestrians.

GOAL C6: Provide pedestrian and bicycle paths, lanes and routes suitable for recreational and commuting purposes.

Policy C6a. Ensure bicycle and pedestrian trails and routes provide seamless connections within and beyond the River District.

Policy C6b. Redesign the North 12th Street and North 16th Street underpasses between Alkali Flats and the River District to accommodate safe bicycle and pedestrian crossings.

Policy C6c. Link the Two Rivers Trail to Sutter's Landing Regional Park through a safe crossing at North 12th/North 16th Streets.

Policy C6d. Improve and increase access to and along the rivers for bicycles and pedestrians.

Development of the proposed Project would implement the following transportation-related goals and policies identified in the 2035 General Plan, demonstrating the proposed Project's compatibility with land use as anticipated 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.

Policy M 2.1.1: Pedestrian Master Plan. The City shall maintain and implement a Pedestrian Master Plan that carries out the goals and policies of the General Plan. All new development shall be consistent with the applicable provisions of the Pedestrian Master Plan.

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 multimodal 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.

Policy M 4.3.2: Traffic Calming Measures. Consistent with the Roadway Network and Street Typology policies in this General Plan and Goal M 4.3, the City shall use traffic calming measures to reduce vehicle speeds and volumes while also encouraging walking and bicycling. Specific measures may include, but are not limited to, marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts, traffic circles, on-street parking, planter strips with street trees, chicanes/chokers, and geometric design features.

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.

Policy M 4.4.4: Traffic Signal Management. To improve traffic flow and associated fuel economy of vehicles traveling on city streets, the City shall synchronize the remaining estimated 50 percent of the city’s eligible traffic signals by 2035, while ensuring that signal timing considers safe and efficient travel for all modes.

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 M 5.1.1: Bicycle Master Plan. The City shall maintain and implement a Bicycle Master Plan that carries out the goals and policies of the General Plan. All new development shall be consistent with the applicable provisions of 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 midblock 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.

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 crossing,
- Building entrances oriented to the street,
- Transparent ground floor frontages,
- Street trees,
- Streetscape furnishing, and
- Pedestrian-scaled lighting and signage.

Agricultural Resources

The 2035 General Plan Master EIR 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 Master EIR 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. The Master EIR concluded that the impact of the 2035 General Plan on agricultural resources within the City was less than significant.

The Project site is located in an urban area of downtown Sacramento and does not contain soils designated as Important Farmland (i.e., Prime Farmland, Unique Farmland or Farmland of Statewide Importance) (NRCS 2010). The site is not zoned for agricultural uses, and there are no Williamson Act contracts that affect the Project site. No existing agricultural or timber-harvest uses are located on or in the vicinity of the Project site. Development of the site would result in no impacts on agricultural resources.

Energy

The 2035 General Plan includes policies (see 2035 General Plan Energy Resources Policies U 6.1.9 through 6.1.16) to encourage energy-efficient technology by offering rebates and other incentives to commercial and residential developers, coordinating with local utility providers, and recruiting businesses that research and promote energy conservation and efficiency.

The Master EIR discussed energy conservation and relevant general plan policies in Section 6.3 (page 6-3). The discussion concluded that with implementation of the general plan policies and energy regulation (e.g., Title 24) development allowed in the general plan would not result in the inefficient, wasteful or unnecessary consumption of energy.

The 2035 General Plan Master EIR evaluated the potential impacts on energy and concluded that anticipated effects would be less than significant (Master EIR Impact 4.11-6). The proposed Project would require fuel for construction equipment. However, following construction, the only additional energy source would be landscaping equipment, as the proposed Project would not contribute to an increase in vehicular traffic through the Project limits. 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 North 12th Street Corridor. Therefore, the proposed Project would not result in any impacts not identified and evaluated in the 2035 General Plan Master EIR.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
1. AESTHETICS Would the proposal: A) Create a source of glare that would cause a public hazard or annoyance?			X
B) Create a new source of light that would be cast onto oncoming traffic or residential uses?			X
C) Substantially degrade the existing visual character of the site or its surroundings?			X

ENVIRONMENTAL SETTING

The Project site is characterized by urban development. A mix of business and residential properties currently front 12th Street, as well as vacant lots, public parking lots, and several warehouse facilities. Within the Project area, North 12th Street currently consists of four, 11-foot wide travel lanes from the American River south to F Street and then three, 11-foot lanes from F Street to H Street. On the west side of the roadway a raised sidewalk exists from Richards Boulevard south to H Street. On the eastern lane of North 12th Street, Sacramento Regional Transit (RT) tracks share the lane with vehicle traffic throughout the Project. The Twin Rivers Trail runs along North 12th from the American River to Richards Boulevard, where it terminates. The trail in the Project area is separated from the roadway by a metal and wood guard rail and varies from approximately 5-feet to 8-feet wide. Landscaping throughout the area is sparse, and consists generally of occasional ornamental trees adjacent to roadways, with minimal landscaping within the interior of nearby parcels.

Existing nighttime lighting in the vicinity consists primarily of street lighting along North 12th Street, Richards Boulevard, and adjacent roadways, as well as security lighting for the surrounding businesses and residences.

The proposed Project includes implementing complete street improvements with a transition from four-to-three vehicle lanes; installing bicycle facilities; enhancing the aesthetics of the area; and incorporating placemaking features along the corridor. Lighting would be installed in areas to increase visibility for pedestrians, which would include enhanced lighting beneath the Union Pacific Railroad (UPRR) underpass. Improving the lighting increases visibility and would encourage pedestrian and bicyclist activity in the area and foster a community identity for adjacent neighborhoods. If in conflict with Project improvements, existing street lighting poles would be relocated at appropriate locations, while remaining within the existing City ROW.

An oak tree on the Pacific Pride (gas station) property at the 5-point intersection of North 12th Street, North B Street, and Dos Rios Street would be removed to provide sufficient space for the proposed improvement, which would include a right turn lane, standard curb, gutter, and sidewalk. Existing trees along southbound Sunbeam Avenue would be identified for removal to install the proposed bus turnout. Existing trees along the corridor would be pruned as necessary to open the canopy and provide lighting from existing light fixtures to reach the sidewalk area.

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 (CEQA) 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 interfere with an important scenic resource or substantially degrade the view of an existing scenic resource; or
- create a new source of substantial light or glare that is substantially greater than typical urban sources and could cause sustained annoyance or hazard for nearby sensitive receptors.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR described the existing visual conditions for the City of Sacramento, and the potential changes to those conditions that could result from development consistent with the 2035 General Plan (see Master EIR, Chapter 4.13, Visual Resources).

The Master EIR identified potential impacts for light and glare (Impact 4.13-1) and concluded that impacts would be less than significant. Policy ER 7.1.3 requires that misdirected, excessive, or unnecessary outdoor lighting be minimized. Policy LU 6.1.12, Compatibility with Adjoining Uses, includes a requirement for lighting to be shielded and directed downward to minimize impacts on adjacent residential uses.

Development of the 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 crossings;
- Building entrances oriented to the street;
- Transparent ground floor frontages;
- Street trees;
- Streetscape furnishings; and
- Pedestrian-scaled lighting and signage.

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

The proposed Project includes implementing complete street improvements with a transition from four-to-three vehicle lanes; installing bicycle facilities; enhancing the aesthetics of the area; and incorporating placemaking features along the corridor. Lighting would be installed in areas to increase visibility for pedestrians, which would include enhanced lighting beneath the UPRR underpass. Improving the lighting would encourage pedestrian and bicyclist activity in the area and foster a community identity for adjacent neighborhoods. The new lighting would follow the policies set forth in the 2035 General Plan and would not constitute a new source of substantial light or glare that is substantially greater than typical urban sources, which could otherwise cause sustained annoyance or hazard for nearby sensitive receptors. Further, the Project would not increase traffic-related or other vehicle-related lights in the Project vicinity. No public hazards or annoyance related to new light sources and affecting residents or traffic would occur from implementation of the Project. Therefore, there would be **no impact** resulting from the Project.

Question C

The proposed improvements would slightly alter the current visual landscape since North 12th Street is an existing transportation facility. A reduction of vehicle lanes and additional landscaping would make the corridor more visually pleasing for pedestrians and bicyclists, as well as for the adjacent businesses and residences. Materials and design of site features would be appropriate for the visual character of the Project surroundings. Based on these considerations, the proposed Project would not degrade the existing visual character of the site or its surroundings. Therefore, there would be **no impact** related to degradation of the existing visual character of the site or its surroundings resulting from Project implementation.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
2. AIR QUALITY			
<i>Would the proposal:</i>			X
A) Result in construction emissions of NO _x above 85 pounds per day?			X
B) Result in operational emissions of NO _x or ROG above 65 pounds per day?			X
C) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X
D) Result in 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?		X	
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)?			X
F) Result in exposure of sensitive receptors to substantial pollutant concentrations?			X
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?			X
H) Conflict with the Climate Action Plan?			X

ENVIRONMENTAL SETTING

The proposed Project is located within the City of Sacramento. The Sacramento Metropolitan Air Quality Management District (SMAQMD) is the primary local agency with respect to air quality for Sacramento County, including the City of Sacramento. The City of Sacramento is within the Sacramento Valley Air Basin (SVAB), which also includes all of Butte, Colusa, Glenn, Sacramento, Shasta, Sutter, Tehama, Yolo, and Yuba counties, the western portion of Placer County, and the eastern portion of Solano County.

As required by the Federal Clean Air Act (FCAA) passed in 1970, the United States Environmental Protection Agency (U.S. EPA) has identified six criteria air pollutants that are pervasive in urban environments and for which state and national health-based ambient air quality standards have been established. The U.S. EPA calls these pollutants “criteria air pollutants” because the agency has regulated them by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. Ozone, carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulate matter, and lead are the six criteria air pollutants. Particulate matter is

measured in two size ranges: PM₁₀ for particles less than 10 microns in diameter, and PM_{2.5} for particles less than 2.5 microns in diameter. **Table 1** summarizes the attainment status of the County with respect to national and California ambient air quality standards.

TABLE 1.
SACRAMENTO COUNTY ATTAINMENT STATUS

Pollutant	Designation/Classification	
	State Standards	Federal Standards
Ozone	Nonattainment	Nonattainment/Severe
Carbon Monoxide	Attainment	Maintenance/Moderate
Nitrogen Dioxide	Attainment	Attainment
Sulfur Dioxide	Attainment	Unclassified
Fine Particulate Matter (PM10)	Nonattainment	Maintenance/Moderate
Fine Particulate Matter (PM2.5)	Attainment	Attainment

SOURCES: California Air Resources Board, 2016. Area Designation Maps. Available: <http://www.arb.ca.gov/desig/adm/adm.htm>. Accessed September 20, 2017; U.S. Environmental Protection Agency, 2016. U.S. EPA Fact Sheet – California Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants. June 2016.

The California Air Resources Board (CARB) regional air quality monitoring network provides information on ambient concentrations of non-attainment criteria air pollutants. The monitoring stations that include data representative of the proposed Project site are located on T Street (monitors ozone, PM₁₀, and PM_{2.5} and is approximately 1-mile south of the Project) and near the intersection of El Camino Avenue and Watt Avenue (monitors CO and is approximately 6 miles east of the Project site). **Table 2** presents a five-year summary of air pollutant concentration data collected at these monitoring stations for ozone, PM₁₀, PM_{2.5}, and CO. Sacramento County is designated as attainment area with respect to state and federal standards for sulfur dioxide and as there are no major sources of this pollutant (e.g., refineries) within the county it is not monitored by CARB in the county.

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 general plan policies or mitigation from the 2035 General Plan Master EIR:

- construction emissions of NO_x above 85 pounds per day;
- operational emissions of NO_x or reactive organic gas (ROG) above 65 pounds per day;
- violation of any air quality standard or contribute substantially to an existing or projected air quality violation;
- construction emissions that exceed zero pounds per day of PM₁₀ would result in a significant impact, unless all feasible Best Available Control Technologies/Best Management Practices (BACT/BMPs) are implemented, then increases above 80 pounds per day and 14.6 tons/year; and zero pounds per day of PM_{2.5}, unless all feasible BACT/BMPs are applied, then 82 pounds per day and 15 tons/year;
- 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);

TABLE 2.
SUMMARY OF AIR QUALITY MONITORING DATA (2012–2016)

Pollutant	Applicable Standard	Number of Days Standards Were Exceeded and Maximum Concentrations Measured ^a				
		2012	2013	2014	2015	2016
Ozone – T Street Station						
Days 1-hour State Std. Exceeded	>0.09 ppm ^b	1	0	0	0	0
Max. 1-hour Conc. (ppm)		0.104	0.091	0.085	0.092	0.094
Days 8-hour National Std. Exceeded	>0.07 ppm ^c	9	0	3	4	3
Days 8-hour State Std. Exceeded	>0.07 ppm ^b	9	0	4	4	3
Max. 8-hour Conc. (ppm)		0.092	0.068	0.072	0.076	0.074
Suspended Particulates (PM10) – T Street Station						
Estimated Days Over 24-hour National Std. ^d	>150 µg/m ³ ^c	0	ND	0	0	0
Estimated Days Over 24-hour State Std. ^d	>50 µg/m ³ ^b	0	ND	ND	0	0
Max. 24-hour Conc. National/State (µg/m ³)		36.2/ 36.7	53.1/ 92.3	105.7/ 106.4	57.8/ 59.1	50.3/ 51.4
State Annual Average (µg/m ³)	>20 µg/m ³ ^b	17.8	ND	ND	ND	19.6
Nitrogen Dioxide (NO₂) – T Street Station						
Estimated Days Over 1-hour National Std.	>0.18 ppm ^c	0	0	0	0	0
Estimated Days Over 1-hour State Std.	>0.10 ppm ^b	0	0	0	0	0
Max. 1-hour Conc. National/State (ppm)		0.062/ 0.062	0.593/ 0.059	0.0647/ 0.064	0.0553/ 0.055	0.0551/ 0.055
Annual Average Conc. (ppm)		12	12	11	11	ND
Suspended Particulates (PM2.5) – T Street Station						
Estimated Days Over 24-hour National Std. ^d	>35 µg/m ³ ^c	0	6.1	0	3	0
Max. 24-hour Conc. National (µg/m ³)		27.1	39.2	26.3	36.3	24.4
Annual Average (µg/m ³)	>12 µg/m ³ ^b	8.3	10.1	8.1	9.6	7.7
Carbon Monoxide (CO) – Del Paso Manor Station						
Days 8-hour Std. Exceeded	>9 ppm ^b	0	0	0	0	0
Max. 8-hour Conc. (ppm)		2.0	2.1	1.7	2.0	2.1
Days 1-hour Std. Exceeded	>20 ppm ^b	0	0	0	0	0
Max. 1-hour Conc. (ppm)		2.4	2.4	2.0	2.3	2.5

NOTES:

Bold values are in excess of applicable standard. "NA" indicates that data is not available.

conc. = concentration; ppm = parts per million; ppb=parts per billion;

µg/m³ = micrograms per cubic meter

ND = No data or insufficient data.

a. Number of days exceeded is for all days in a given year, except for particulate matter. PM₁₀ and PM_{2.5} are monitored every six days.

b. State standard, not to be exceeded.

c. National standard, not to be exceeded.

d. Particulate matter sampling schedule of one out of every six days, for a total of approximately 60 samples per year. Estimated days exceeded mathematically estimates how many days concentrations would have been greater than the level of the standard had each day been monitored.

SOURCE: California Air Resources Board, 2017. *iADAM: Air Quality Data Statistics, 2012-2016*. Available: <https://www.arb.ca.gov/adam/>. Accessed September 18, 2017.

United States Environmental Protection Agency (USEPA), 2017. Interactive Map of Air Quality Monitors. Data from Del Paso Manor Station for Carbon Monoxide. Available: <https://www.epa.gov/outdoor-air-quality-data/interactive-map-air-quality-monitors>. Accessed September 18, 2017.

- exposure of sensitive receptors to substantial pollutant concentrations; or
- generation of objectionable odors affecting a substantial number of people.

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 greenhouse gas emissions if:

- The project fails to satisfy the requirements of the City's Climate Action Plan (CAP).

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR addressed 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 Master EIR, Chapter 4.2).

Policies in the 2035 General Plan Environmental Resources Element were identified as mitigating potential effects of development that could occur under the 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 6.1.4 calls for coordination of City efforts with SMAQMD; and Policy ER 6.1.14 requires the City to give preference to contractors using reduced-emission equipment.

The Master EIR 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 2035 General Plan Policy ER 6.1.4, requiring consideration of current guidance provided by the Air Resources Board and SMAQMD; requiring development adjacent to stationary or mobile TAC sources to be designed with consideration of such exposure in design, landscaping and filters; as well as general plan Policies ER 6.11.1 and ER 6.11.14, referred to above.

Policies in the 2035 General Plan Environmental Resources Element were identified as mitigating potential climate change impacts from new development that could occur under the general plan. For example, Policy ER 6.1.6 calls for the City to maintain and implement a Phase 1 Climate Action Plan (CAP) to reduce municipal greenhouse gas (GHG) emissions by 22 percent below 2005 baseline level by 2020, and strive to reduce municipal emission by 49 percent by 2035 and 83 percent by 2050; Policy ER 6.1.10 calls for the coordination between the City and SMAQMD to ensure projects incorporate feasible mitigation measures to reduce GHG emissions if not already provided for through project design.

The Master EIR found that GHG emissions that would be generated by development consistent with the 2035 General Plan would be a less-than-significant impact. The discussion of greenhouse gas emissions and climate change in the 2035 General Plan Master EIR are incorporated by reference in this Initial Study.^a

^a State CEQA Guidelines section 15150

The Master EIR identified numerous policies included in the 2035 General Plan that addressed GHG emissions and climate change (see Draft Master EIR, Chapter 4.14, and pages 4.14-3 through 4.14-7 et seq.).

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 Master EIR, Table 4.14-3, pages 4.14-12 through 4.14-13 et seq.; the Master EIR included additional discussion of GHG emissions and climate change in response to written comments.

ANSWERS TO CHECKLIST QUESTIONS

Question A

During construction, short-term degradation of air quality may occur due to the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other construction-related activities. Emissions from construction equipment are expected and would include NO_x, ROG and directly-emitted particulate matter (PM₁₀ and PM_{2.5}). Ozone is a regional pollutant that is derived from NO_x and ROG in the presence of sunlight and heat. Because NO_x is the predominant ozone precursor generated by construction equipment, SMAQMD's construction threshold for ozone precursors is stated in terms of NO_x and not ROG.

Construction is anticipated to begin in February 2019 and last approximately 11 months. Construction emissions were estimated for the proposed Project using the methods contained in SMAQMD's *Guide to Air Quality Assessment in Sacramento County*.^b The CalEEMod model was used to quantify construction NO_x, PM₁₀, and PM_{2.5} emissions from off-road equipment, haul trucks associated with demolition and soils export, on-road worker vehicle emissions, and vendor delivery trips. It is anticipated that approximately 275 truck trips would be required to bring equipment and materials to the job sites. Unmitigated construction emissions for the worst-case day for each construction year are presented in **Table 3** and compared to SMAQMD's thresholds. Appendix A includes the CalEEMod input and output files.

**TABLE 3.
MAXIMUM DAILY CONSTRUCTION EMISSIONS (POUNDS PER DAY)^{1,2}**

Category	NO _x	PM ₁₀	PM _{2.5}
Maximum Daily – 2019	19	1	1
Construction Significance Threshold ³	85	80	82
Exceed Construction Threshold?	No	No	No

NOTES:

1. Project construction emissions estimates were made using CalEEMod version 2016.3.1. See Appendix A for model outputs and more detailed assumptions
2. SMAQMD has established a zero emissions threshold for PM₁₀ and PM_{2.5} when projects do not implement Best Available Practices (BMP) during construction. However, with implementation of **Mitigation Measure AQ-1** the proposed Project would include BMPs to minimize onsite construction emissions recommend by the SMAQMD, Project-related emissions of PM₁₀ and PM_{2.5} are compared to the SMAQMD's mitigated significance threshold of 80 and 82 pounds per day, respectively.

SOURCE: Environmental Science Associates (ESA), 2017. Air Quality Technical Appendix for North 12th Complete Street Project (Appendix B)

^b Sacramento Metropolitan Air Quality Management District (SMAQMD), 2009. *Guide to Air Quality Assessment in Sacramento County*. Adopted December 2009. Available: <http://www.airquality.org/businesses/ceqa-land-use-planning/ceqa-guidance-tools>. Accessed September 22, 2017.

As shown in **Table 3**, maximum daily construction NO_x emissions would not exceed the SMAQMD significance thresholds during construction. Therefore, the proposed Project would have a **less-than-significant impact** related to construction NO_x emissions.

Question B

Since the proposed Project by itself would not generate any vehicle trips or increase vehicle miles traveled (VMT) within the Project area, the proposed Project is not expected to affect long-term operational traffic volumes and/or result in operational emissions of NO_x or ROG above established significance thresholds. In addition, the proposed Project would further the implementation of 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, public transportation facilities, and related infrastructure. Operational emission impacts are, therefore, considered **less than significant**.

Question C

As previously discussed in response to Question B, operation of the proposed Project would not contribute additional vehicle trips or VMT within the City of Sacramento. As a result, operation of the proposed Project would not result in a cumulatively considerable contribution to criteria air pollutant or precursor that would violate or contribute to a violation of the California Ambient Air Quality Standard for ozone. The impact would therefore be **less than Significant**.

Question D

Sacramento County is currently in nonattainment for the ozone and PM₁₀ California ambient air quality standards. Emissions generated by short-term construction have the potential to generate high levels of PM₁₀, which are primarily associated with fugitive dust emissions during site preparation or grading. Exhaust emissions of NO_x and PM₁₀ are also generated by off-road construction equipment such as graders, dozers and excavators. As discussed in response to Question A, construction emissions of NO_x would not exceed the SMAQMD's significance threshold. However, according to the SMAQMD's CEQA guidance, Project-related construction emissions that exceed zero pounds per day of PM₁₀ and PM_{2.5} would result in a potentially significant impact, unless all feasible Basic Construction Emission Practices/Best Management Practices (BMPs) are implemented.

As shown in **Table 3**, construction emissions of PM₁₀ and PM_{2.5} would exceed the SMAQMD's unmitigated threshold of zero pounds per day and result in a cumulatively considerable contribution if criteria air pollutants or precursors would result in a violation or contribute to a violation of the ambient air quality standards for PM₁₀ and PM_{2.5}. Therefore, implementation of the Project would result in a **potentially significant** impact during construction. However, Implementation of **Mitigation Measure AQ-1** would require the City, as the Project applicant, to implement the SMAQMD's Basic Construction Emission Control Practices/ BMPs. As shown in **Table 3**, after implementation of the **Mitigation Measure AQ-1**, construction emissions of PM₁₀ and PM_{2.5} would be reduced to below their respective significance thresholds and impacts would be **less than significant**.

Question E

Intersections that are categorized as a level of service (LOS) E or F would result in increased delays and idling times. These intersections have the potential to create CO hotspots, which is an exceedance of the 1- or 8-hour state CO standard. A CO hotspot can result in the exposure of

nearby sensitive receptors to unhealthy CO concentrations. The SMAQMD's CEQA Guide to Air Quality Assessment in Sacramento County provides screening criteria to assess whether project-related vehicle trips would result in the generation of CO emissions that exceed or contribute to an exceedance to the California Air Quality Standard for CO.

The SMAQMD's recommended screening criteria are divided into two tiers, as follows:

Tier One

The proposed project would result in a less-than-significant impact to air quality for local CO if:

- Traffic generated by the proposed project would not result in deterioration of intersection level of service (LOS) to LOS E or F; and
- The project would not contribute additional traffic to an intersection that already operates at LOS of E or F.

If the first tier of screening criteria is not met, then the second tier of screening criteria needs to be evaluated.

Tier Two

If all of the following criteria are met, the proposed project would result in a less-than-significant impact to air quality for local CO.

- The project would not result in an affected intersection experiencing more than 31,600 vehicles per hour;
- The project would not contribute traffic to a tunnel, parking garage, bridge underpass, urban street canyon, or below-grade roadway; or other locations where horizontal or vertical mixing of air will be substantially limited; and
- The mix of vehicle types at the intersection is not anticipated to be substantially different from the County average (as identified by the EMFAC or CalEEMod models).

According to SMAQMD's first tier, a project would result in a less-than-significant impact if both categories described above are met. A transportation impact study was completed for the proposed Project to evaluate the long-term effects on seven intersections in the vicinity of the Project site (DKS, 2016). Based upon the nature of the Project, the proposed Project would not contribute traffic volumes to these intersections that would increase delays and idling. As described in the transportation impact study, the proposed Project would not contribute additional traffic to intersections that already operate at a LOS of E or F (DKS, 2016). In fact, implementation of the Project would result in improved conditions at several of these intersections. Therefore, the proposed Project would have **a less-than-significant impact** on local CO concentrations.

Questions F and G

Construction

Construction of the Project would result in short-term diesel exhaust emissions (DPM), which are TACs, from on-site heavy-duty equipment. Project construction would generate DPM emissions from the use of off-road diesel equipment required for construction activities. Exposure of sensitive receptors—such as nearby residences—is the primary factor used to determine health risk. Exposure is a function of the concentration of a substance or substances in the environment

and the extent of exposure of that person to the substance. A longer exposure period would result in a higher exposure level. Thus, the risks estimated for a maximally exposed individual are higher if a fixed exposure occurs over a longer period of time.

According to the Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period (OEHHA, 2015). However, such assessments should be limited to the period/duration of activities associated with the Project. Thus, the duration of the proposed construction activities (11 months) would only constitute a small percentage of the total 30-year exposure period. Due to this relatively short period of exposure TACs generated during construction would not be expected to result in concentrations that could cause significant health risks. Construction of the proposed Project would result in **less-than-significant** construction-related health risks.

Operations

The Project improvements are not expected to generate vehicle trips or increase VMT with the City of Sacramento. Therefore, operation of the proposed Project is 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 relevant to air quality, including policies promoting reductions in VMT through walkable neighborhood design, bicycle facilities, public transportation facilities, and related infrastructure. Therefore, operation of the proposed Project would not substantially increase the risk of exposure to TACs from stationary or mobile sources. Impacts would be **less than significant**.

Question H

GHG emissions negatively affect the environment through cumulatively contributing to global climate change. In turn, global climate change will increase sea levels, affect rain and snow fall, exacerbate the intensity of storms and other extreme weather, and increase temperatures. GHGs have long atmospheric lifetimes and can be dispersed around the globe. The atmospheric concentration of GHGs determines the intensity of global warming, with current levels already leading to dangerous increases in global temperatures, accompanied by sea level rise, severe weather, and other environmental impacts. The continued increase in atmospheric GHG concentration will only worsen the severity and intensity of climate change, locking in perhaps irrevocable environmental changes. Therefore, from the standpoint of CEQA, GHG impacts to global climate change are inherently cumulative (SMAQMD, 2016).

The most common GHGs resulting from transportation projects are carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). Generally, GHG emissions are quantified in terms of metric tons (MT) of carbon dioxide equivalents (CO₂e) emitted per year. The term "CO₂ equivalent" (CO₂e) refers to a weighted composite of the different compounds that make up greenhouse gases, expressed as the equivalent amount of CO₂. The SMAQMD identifies the significance threshold for GHG emissions for the construction phase as 1,100 metric tons per year (MT/yr.) of CO₂e emissions. Using the SMAQMD Road Construction Emissions Model, Version 8.1.0, the CO₂e emissions of the Project were estimated to be 743.41 MT/yr., which is below the SMAQMD threshold of significance (Appendix B).

As proposed improvements are not expected to generate vehicle trips or increase VMT, the Project is not expected to affect long-term operational traffic volumes and/or result in operational

emissions above established significance thresholds. The Project would implement key goals and policies from the 2035 General Plan relevant to GHG emissions, including policies promoting reductions in VMT through walkable neighborhood design, bicycle facilities, public transportation facilities, and related infrastructure.

The Climate Action Plan (CAP) most recently adopted by the City (adopted in 2012) was based on improving efficiency by 30% above the requirements of the 2007/2008 Title 24 provisions (effective January 1, 2008) (City of Sacramento, 2012). Since setting that standard the state has adopted increasingly stringent energy requirements effective on January 1 in 2011 and 2014. The CAP outlines multiple initiatives intended to help the City achieve its overall goals of reducing community-wide emissions by 15 percent below 2005 levels by 2020, 38 percent below 2005 levels by 2030, and 83 percent below 2005 levels by 2050. Included in the CAP are a comprehensive set of strategies, measures and implementing actions to achieve the 2020 GHG reduction target. These GHG reduction measures and actions apply to both existing sources within the City as of the 2005 baseline and projected emissions from new growth and development anticipated in the 2035 General Plan. In addition, the CAP identifies potentially adverse physical effects related to climate change on the community and includes specific adaptation measures to address and mitigate such effects.

Based on this review, the proposed Project is consistent with the City's CAP and construction emissions would remain below the identified SMAQMD significance threshold. Therefore, the proposed Project would result in a **less-than-significant impact** relating to greenhouse gas emissions.

MITIGATION MEASURES

Mitigation Measure AQ-1: The following Basic Construction Emissions Control Practices are considered feasible for controlling fugitive dust from a construction site. The practices also serve as best management practices (BMPs), allowing the use of the non-zero particulate matter significant thresholds.

Control of fugitive dust is required by SMAQMD Rule 403 and enforced by SMAQMD 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 materials 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.

FINDINGS

All additional significant environmental effects of the Project relating to Air Quality can be mitigated to a less-than-significant level.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
2. BIOLOGICAL RESOURCES			
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?			X
B) Result in substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal species?		X	
C) Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands)?		X	

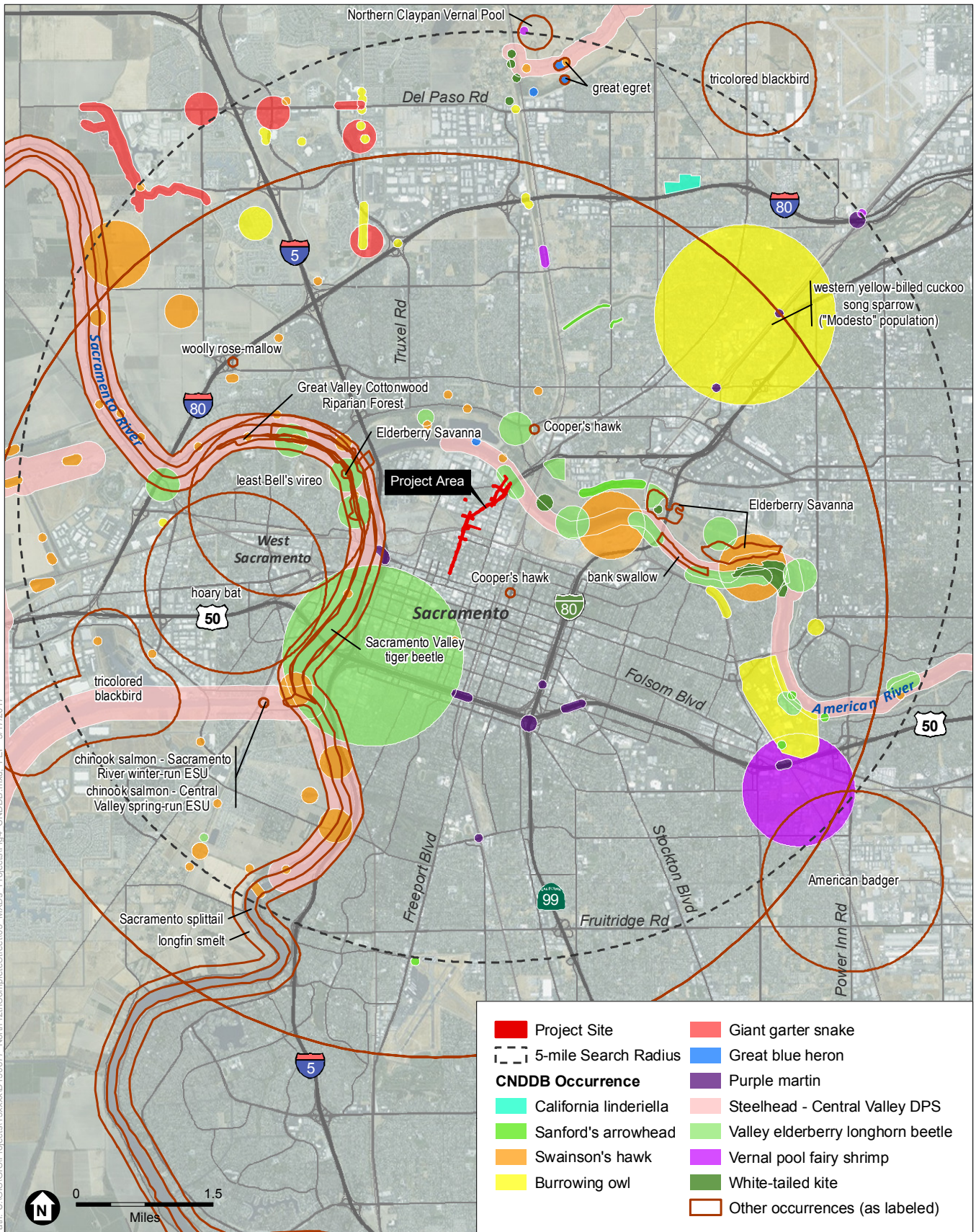
ENVIRONMENTAL SETTING

The Project site includes the Project boundary, as shown in **Figure 2**. The area of actual impact within that boundary would be restricted to existing paved roads and peripheral paved sidewalks.

The Project site is located within an urban area surrounded predominately by developed areas, with limited areas of annual grassland in the vacant lots alongside 12th Street. Developed areas include public, residential, and commercial development, roadways, other built infrastructure, and ornamental landscape trees. Vegetative communities within the Project site include 21.4 acres of developed areas and 0.1 acres of annual grassland. The annual grassland within the Project site is highly disturbed and fragmented. Riparian woodland and waters of the U.S., including the American River and wetlands associated with the American River, occur to the northeast of the Project site.

Based on the review of existing information including the California Natural Diversity Database (CNDDDB), the California Native Plant Society, and the U.S. Fish and Wildlife Service (USFWS) species lists (Appendix C), species distribution and habitat requirements data, an April 11, 2017 reconnaissance level survey of the Project Site, and the results identified within the Natural Environment Study (ESA 2017), migratory birds and other birds of prey have the potential to nest in the trees within or within the vicinity of the Project site (**Figure 6**). Although no trees within the Project site provide suitable nesting habitat for Cooper’s hawk (*Accipiter cooperii*), the state-threatened Swainson’s hawk (*Buteo swainsoni*), the state fully-protected white-tailed kite (*Elanus leucurus*), the species of special concern song sparrow (“Modesto” population) (*Melospiza melodia*), or the species of special concern purple martin (*Progne subis*), these species have the potential to nest in the trees within the riparian woodland to the northeast of the Project site.

The CDFW considers five acres or more of annual grassland as suitable foraging habitat for Swainson’s hawk (CDFW 1994). The Project site does not provide suitable foraging habitat for the Swainson’s hawk since it only contains 0.1 acres of annual grassland.



SOURCE: ESRI, 2012; CDFW, 2017; ESA, 2017

North 12th Complete Street Project

Figure 6
Special-status Species Occurrences
within a 5-mile Radius of the Project Site



Eleven elderberry (*Sambucus* sp.) stems comprised of one inch or greater in diameters at ground level, which are sole hosts for the federally threatened valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*), are located approximately 60 feet east of the impact area on the east side of North 12th Street, just north of Sproule Avenue. Four paved lanes of heavily-travelled roadway and two light-rail tracks are located between the proposed impact area and the elderberry stems. The elderberry stems occur in highly disturbed annual grassland habitat and are intermixed with a dense row of highly invasive *Ailanthus* (*Ailanthus* sp.) trees. The elderberry stems occur in upland habitat and lack exit holes, which would indicate that valley elderberry longhorn beetles are not present.

STANDARDS OF SIGNIFICANCE

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

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

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

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

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

Chapter 4.3 of the Master EIR evaluated the effects of the 2035 General Plan on biological resources within the City. The Master EIR identified potential impacts in terms of degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status birds, through the loss of both nesting and foraging habitat.

Policies in the 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 CDFW, USFWS, and other agencies in the protection of resources.

The Master EIR discussed biological resources in Chapter 4.3. The Master EIR concluded that policies in the 2035 General Plan, combined with compliance with the California Endangered Species Act, Natomas Basin Habitat Conservation Plan (when applicable), and CEQA would minimize the impacts on special-status species to a less-than-significant level (see Impact 4.3-1), and that the general plan policies, along with compliance with local, state, and federal regulation would reduce impacts to a less-than-significant level for habitat for special-status invertebrates, birds, amphibians, reptiles, mammals, and fish (Impacts 4.3-3-6).

Given the prevalence of rivers and streams in the incorporated area, potential impact to riparian habitat is a common concern. Riparian habitats are known to exist throughout the City, especially along the Sacramento and American rivers and their tributaries. The Master EIR discussed impacts of development adjacent to riparian habitat that could disturb wildlife species that rely on these areas for shelter and food, and could also result in the degradation of these areas through the introduction of feral animals and contaminants that are typical of urban uses. The CDFW regulates potential impacts on lakes, streams, and associated riparian (streamside or lakeside) vegetation through the issuance of Lake or Streambed Alteration Agreements (SAA) (per Fish and Game Code Section 1602), and provides guidance to the City as a resource agency. While there are no federal regulations that specifically mandate the protection of riparian vegetation, federal regulations set forth in Section 404 of the Clean Water Act address areas that potentially contain riparian-type vegetation, such as wetlands.

The 2035 General Plan calls for the City to preserve the ecological integrity of creek corridors, canals, and drainage ditches that support riparian resources (Policy ER 2.1.5) and wetlands (Policy ER 2.1.6) and requires habitat assessments and impact compensation for projects (Policy ER 2.1.10). The City has adopted a standard that requires coordination with state and federal agencies if a project has the potential to affect other species of special concern or habitats (including regulatory waters and wetlands) protected by agencies or natural resource organizations (Policy 2.1.11).

Implementation of 2035 General Plan Policy ER 2.1.5 would reduce the magnitude of potential impacts by requiring a 1:1 replacement of riparian habitat lost to development. While this would help mitigate impacts on riparian habitat, large open areas of riparian habitat used by wildlife could be lost and/or degraded directly and indirectly through development under the 2035 General Plan. Given the extent of urban development designated in the general plan, the preservation and/or restoration of riparian habitat would likely occur outside of the City limits. The Master EIR concluded that the permanent loss of riparian habitat would be a less-than-significant impact. (Impact 4.3-7)

Tree Ordinance

City Code Chapter 12.56 includes provisions to protect City trees. All removal, trimming, pruning, cutting, or other maintenance activities on any City tree requires a permit from the Director of the Department of Public Works pursuant to City Code Section 12.56.050. A City tree is defined as any tree the trunk of which, when measured 4.5 feet above ground, is partially or completely located in a city park, on real property the city owns in fee, or in a public right-of-way, including any street, road, sidewalk, park strip, mow strip, or alley. A private protected tree is defined as a

tree that is designated by City Council resolution to have special historical value, special environmental value, or significant community benefit, and is located on private property; any native valley oak (*Quercus lobata*), blue oak (*Quercus douglasii*), interior live oak (*Quercus wislizeni*), coast live oak (*Quercus agrifolia*), California buckeye (*Aesculus californica*), or California sycamore (*Platanus racemosa*) that has a diameter at standard height (DSH) of 24 inches or more, and is located on private property; a tree that has a DSH of 24 inches or more located on private property that: 1. is an undeveloped lot; or 2. does not include any single or duplex dwellings; or a tree that has a DSH of 32 inches or more located on private property that includes any single unit or duplex dwellings. The director may require, where appropriate, the replacement of city trees or private protected trees proposed for removal. In such case, the City is responsible for the full cost of tree removal and replacement.

ANSWERS TO CHECKLIST QUESTIONS

Question A

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 an appropriate waste facility. The handling, storage, and use of fuel associated with Project construction would be required to comply 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.

Question B

The proposed Project would not result in impacts to the potentially occurring valley elderberry longhorn beetle by avoiding impacts to the elderberry stems located northeast of the Project site. Construction activities in this area would occur within existing paved surfaces along the northwestern side of North 12th Street, on the opposite side of the street as the elderberry stems. In addition, these elderberry stems have undergone formal consultation and have received a Biological Opinion from the USFWS for their removal under a separate project (08ESMF00-2016-F-2198-1). Therefore, the proposed Project would have **no impact** to the potentially occurring valley elderberry longhorn beetle.

As discussed above, the Project site is within an urbanized landscape and does not provide suitable nesting habitat for the state-listed Swainson's hawk and the state fully protected white-tailed kite. However, the riparian woodland to the northeast of the Project site provides suitable nesting habitat for these species. Noise associated with construction activities involving heavy equipment operation that occurs during the breeding season (generally between February 1 and August 31 for white-tailed kite; and between March 1 and September 15 for Swainson's hawk) could disturb nesting activities if an active nest is located near these activities. Any disturbance that causes nest abandonment and subsequent loss of eggs or developing young at active nests located near the Project Site would violate California Fish and Game Code Sections 2800, 3503, and 3503.5; and the MBTA.

Implementation of **Mitigation Measure BIO-1** would ensure consistency with 2035 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, Project impacts to listed and fully protected birds are considered **potentially significant**, but would be mitigated to a less-than-significant level with **Mitigation Measure BIO-1**.

Question C

Non-listed migratory birds and other birds of prey have the potential to be impacted as a result of the removal of trees within the Project Site, if anticipated for removal during the nesting season. Migratory birds are protected under the 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). Although the Project Site does not provide nesting habitat for Cooper's hawk, song sparrow, or purple martin, the riparian woodland to the northeast of the Project site provides suitable nesting habitat for these species. Noise associated with construction activities involving heavy equipment operation that occurs during the breeding season (generally between February 1 and August 31) could disturb nesting activities if an active nest is located near these activities. Any disturbance that causes nest abandonment and subsequent loss of eggs or developing young at active nests located near the Project site would violate California Fish and Game Code Sections 2800, 3503, and 3503.5; and the MBTA.

Implementation of **Mitigation Measure BIO-1** would ensure consistency with 2035 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 Project are considered **potentially significant**, but would be mitigated to a less-than-significant level with **Mitigation Measure BIO-1**.

The proposed Project would result in the loss of existing tree resources, including an oak tree (*Quercus* species), that are regulated by the City tree ordinance (City Code Chapter 12.56). The Project would result in the loss of City Trees that are protected under the City's tree ordinance, and may also remove Private Protected Trees as defined by the ordinance. Therefore, implementation of the proposed Project has the potential to result in the disturbance and/or loss of protected trees. Compliance with the requirements of the City's tree ordinance would effectively offset this impact, and no additional mitigation would be required.

The Project would not result in direct impacts to waters of the U.S. and waters of the state since none occur within the Project site. Construction of the proposed Project may lead to a minor increase in impervious surfaces within the Project site. The increase in impervious surfaces that may result from implementation of the proposed Project may generate minimal additional stormwater flows that would be discharged to the American River. Construction of the proposed Project may increase pollutant concentrations and sediment runoff. Extended periods of localized, high suspended sediment concentrations, and increased pollution concentrations could result in decreased water quality, including high suspended sediment concentrations and turbidity. These conditions could cause indirect impacts to waters of the U.S. and/or state, including the American River.

The Clean Water Act requires permits for construction activities and municipal stormwater discharges. The City of Sacramento has coverage under a MS4 General Permit. This permit requires that controls be implemented to reduce the discharge of pollutants in stormwater discharges to the maximum extent practicable, including management practices, control techniques and system, design, and engineering methods, and other measures as appropriate. As part of permit compliance, the City has prepared a Stormwater Quality Improvement Plan (SQIP), which outlines the requirements for municipal operations, industrial and commercial businesses, illegal discharges, construction sites, planning and land development, public education and outreach, and watershed stewardship. These requirements include multiple measures to control pollutants in stormwater discharge. The proposed Project would be required

to follow the guidance contained in the SQIP. Compliance with these requirements would ensure that a significant impact would not occur, and no additional mitigation would be required.

MITIGATION MEASURES

Mitigation Measure BIO-1: If construction (including equipment staging and tree removal) will occur during the breeding season for migratory birds and raptors (between March 1 and September 15 for Swainson's hawk and generally between February 1 and August 31 for all other migratory birds and raptors), the City shall retain a qualified biologist to conduct a preconstruction nesting bird and raptor survey before the onset of construction activities. The preconstruction nesting bird and raptor surveys shall be conducted within 30 days prior to commencement of construction activities between February 1 and September 15 (to encompass all birds and raptors including Swainson's hawk). Surveys for raptors nests should also extend 250 feet from the Project site to ensure that nesting raptors are not indirectly affected by construction noise. If no active nests are detected during the survey, no additional mitigation is required and construction can proceed.

If migratory birds or raptors are found to be nesting in or adjacent to the Project site, a 250-foot no-disturbance buffer shall be established around raptor nests and a 50-foot buffer around non-raptor nests to avoid disturbance of the nest area and to avoid take. The buffer shall be maintained around the nest area until the end of the breeding season or until a qualified biologist determines that the young have fledged and are foraging on their own. The extent of these buffers shall be determined by the biologist and shall depend on the species identified, level of noise or construction disturbance, line of sight between the nest and the disturbance, ambient levels of noise and other disturbances, and other topographical or artificial barriers.

FINDINGS

Potential impacts to nesting avian species were anticipated within the 2035 General Plan Master EIR. Pursuant to 2035 General Plan Policy ER 2.1.10, the City would be required to conduct preconstruction surveys if construction activities involving vegetation removal are proposed during the nesting season (February 15 to August 31 for migratory birds and other birds of prey and from March 1 to September 15 for Swainson's hawk). **Mitigation Measure BIO-1** has been identified to implement General Plan Policy ER 2.1.10.

Removal of existing tree resources were anticipated within City Code 12.56. The City would be required to obtain a tree permit for any existing tree resource protected under City Code 12.56 and proposed for removal. Replacement measures for the loss of Private Protected Trees must provide for the replacement of one tree for each Private Protected Tree removed. Any other tree replacement plan for other existing tree resources would be determined in consultation with the City's Director of the Department of Public Works and could include on-site or off-site replacement, payment of an in-lieu fee, or credit for existing trees that are preserved on the same lot. Compliance with established requirements would ensure that no significant impact would occur. No additional mitigation would be required. Indirect impacts to waters of the U.S. and waters of the state as a result of discharge of pollutants in stormwater discharges would be minimized through implementation of measures identified within the MS4 General Permit. Compliance with established requirements would ensure that no significant impact would occur. No additional mitigation would be required. No other significant environmental effects of the Project relating to Biological Resources would occur.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
3. CULTURAL RESOURCES			
Would the project:		X	
A) Cause a substantial adverse change in the significance of a historical or archaeological resource as defined in § 15064.5?		X	
B) Directly or indirectly destroy a unique paleontological resource?		X	
C) Adversely affect tribal cultural resources?		X	

ENVIRONMENTAL SETTING

The primary sources referenced for this section are the Historic Properties Survey Report and Archaeological Survey Report prepared by Environmental Science Associates (ESA) in September 2017 to address cultural resources, the City of Sacramento 2035 General Plan Update Master EIR, and archival research and Native American coordination conducted by ESA and the City in May 2017. ESA conducted a confidential records search for the Project site in March 2017 at the North Central Information Center (NCIC) in Sacramento, California (NCIC No. SAC-15-6).

Prehistoric Cultural Resources Sensitivity

No prehistoric archaeological resources have been identified within or adjacent to the Project site. The closest documented sites are to the west of the Project site, extending from near 9th, 10th, G, and H Streets southward for approximately 1.5 miles, and consist of four distinct sites. The nearest site (P-34-000065) to the Project site is considered the ethnographic village site of *Sa'cum*.

Based on the results of the previous fieldwork in the Project site, including archaeological monitoring in the Project site (Tremaine and Associates, 2015) and a subsurface archaeological investigation immediately adjacent to the Project site (Grady and Hoffman, 2017), the fact that the Project site has been heavily disturbed by historic-era and modern activities, and the limited nature of ground disturbance associated with the proposed project, there is a low potential for prehistoric archaeological deposits in the Project site. Therefore, the Project site's sensitivity is low for both surficial and buried prehistoric archaeological deposits.

On May 12, 2017, representatives from the City had separate meetings with representatives from the United Auburn Indian Community (UAIC), and Wilton Rancheria to discuss the proposed Project. General concerns consisted of depth of excavation for the new traffic signal as well as ethnographic village sites in the area, especially along the riverfront. Recommendations from the tribes included landscaping with native plants, Native American art or design features, potential signage for Native American history, and tribal monitoring or spot-checks during excavation.

Historic-era Cultural Resources Sensitivity

Historic-era bricks were identified during monitoring for the 12th Street Corridor Project (Tremaine and Associates, 2015). The bricks were described as "brick pavement" and "former sidewalk" on

the corners of G and 12th Streets and H and 12th Streets (within the current horizontal Project site; outside of areas of proposed ground disturbance), and appear similar to what was identified as historic-era cobblestone paving at 7th and H Streets, which is considered a contributing feature to the Raised Streets and Hollow Sidewalk District (P-34-002358). Therefore, the Project site has a moderate potential for the presence of historic-era archaeological deposits related to the early development of Sacramento's infrastructure. However, there are no ground disturbing activities associated with the proposed Project in the Project site adjacent to 12th and H Street; proposed Project components consist of pavement striping to designate new on-street parking stalls.

Paleontological Resources Sensitivity

Per the City's 2035 General Plan Master EIR (Section 4.5, Geology, Soils, and Mineral Resources), the City of Sacramento is not highly sensitive for paleontological resources due to the absence of fossil-bearing soils and rock formations. Sediments within the Project area are principally Holocene alluvium to substantial depth, which is not considered sensitive for paleontological resources.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, cultural resource impacts may be considered significant if construction and/or implementation of 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; or
- Adversely affect tribal cultural resources.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR evaluated the potential effects of development under the 2035 General Plan on prehistoric and historic resources. See Chapter 4.4.

2035 General Plan policies identified as reducing such effects call for identification of resources on project sites (Policy HCR 2.1.1), implementation of applicable laws and regulations (Policy HCR 2.1.2), early consultation with owners and land developers to minimize effects (Policy HCR 2.1.10) and encouragement of adaptive reuse of historic resources (Policy HCR 2.1.14). Demolition of historic resources is deemed a last resort. (Policy HCR 2.1.15)

The Master EIR concluded that implementation of the 2035 General Plan would have a significant and unavoidable effect on historic resources and archaeological resources. (Impacts 4.4-1, 2)

ANSWERS TO CHECKLIST QUESTIONS

Question A

There is one historical resource, the Raised Streets and Hollow Sidewalk District (P-34-002358), within the Project site. However, there are no ground disturbing activities associated with the proposed Project in the vicinity of the Raised Streets and Hollow Sidewalk District; proposed Project components in that area consist of pavement striping to designate new on-street parking stalls, and no ground disturbance. Therefore, the potential to encounter historical resources is low.

There have been no prehistoric archaeological resources or Tribal Cultural Resources identified within the Project site. However, Tribal representatives indicate that there is the potential for encountering Tribal Cultural Resources, therefore impacts to cultural resources would be **potentially significant**. Implementation of **Mitigation Measure CR-1** would reduce impacts to a less-than-significant level. **Mitigation Measure CR-1** would require a Worker Environmental Awareness Program (WEAP) cultural resources component to be developed and for a qualified archaeologist to be on-call to respond to any unanticipated discovery of archaeological material during project implementation. Implementation of **Mitigation Measure CR-1** would reduce the impacts to a less-than-significant level.

Question B

The City of Sacramento is not highly sensitive for paleontological resources due to the absence of fossil-bearing soils and rock formations. Proposed Project ground-disturbing activities would all occur in Holocene alluvium, which is not considered sensitive for paleontological resources. Therefore, the Project would have a **less-than-significant** impact to paleontological resources.

Question C

Based on the results of the consultation effort between the City, the UAIC, and Wilton Rancheria, there is the potential for tribal cultural resources to be impacted by the Project. Impacts to tribal cultural resources would be **potentially significant**. Implementation of **Mitigation Measure CR-1** would reduce impacts to a less-than-significant level.

MITIGATION MEASURES

Mitigation Measure CR-1: Prior to commencement of construction activities, the City of Sacramento Project Manager, the City Construction Inspector, and all construction contractors responsible for work shall attend a pre-construction Worker Environmental Awareness Program (WEAP) that will inform construction personnel about the potential for sensitive resources. If Project development necessitates new construction personnel who did not attend the initial WEAP, a supplemental WEAP will be conducted.

In the event that unanticipated archaeological resources, tribal cultural resources, and/or human remains are encountered during construction, compliance with federal and State regulations and guidelines regarding the treatment of cultural resources and/or human remains shall be required.

- i. If prehistoric or historic-period archaeological resources are encountered during project implementation, all construction activities within 100 feet shall halt and the City shall be notified.
 - 1) A qualified archaeologist, defined as one meeting the Secretary of the Interior's Professional Qualifications Standards for Archeology, shall inspect the findings within 24 hours of discovery and report the results of the inspection to the City.
 - 2) In the event that the identified archaeological resource is determined to be prehistoric, the City and qualified archaeologist will coordinate with and solicit input from the appropriate Native American Tribal Representatives regarding significance and treatment of the resource as a tribal cultural resource. Any tribal cultural resources discovered during project work shall be treated in consultation with the tribe, with the goal of preserving in place with proper treatment.

- 3) If the City determines that the resource qualifies as a historical resource or a unique archaeological resource (as defined pursuant to the CEQA Guidelines) and that the project has potential to damage or destroy the resource, mitigation shall be implemented in accordance with PRC Section 21083.2 and CEQA Guidelines Section 15126.4. Consistent with CEQA Guidelines Section 15126.4(b)(3), mitigation shall be accomplished through either preservation in place or, if preservation in place is not feasible, data recovery through excavation.
 - 4) If preservation in place is feasible, this may be accomplished through one of the following means: (1) modifying the construction plan to avoid the resource; (2) incorporating the resource within open space; (3) capping and covering the resource before building appropriate facilities on the resource site; or (4) deeding resource site into a permanent conservation easement.
 - 5) If avoidance or preservation in place is not feasible, a qualified archaeologist shall prepare and implement a detailed treatment plan to recover the scientifically consequential information from and about the resource, which shall be reviewed and approved by the City prior to any excavation at the resource site.
 - 6) Treatment of unique archaeological resources shall follow the applicable requirements of PRC Section 21083.2, including creation of a treatment plan. Treatment for most resources would consist of (but would not be not limited to) sample excavation, artifact collection, site documentation, and historical research, with the aim to target the recovery of important scientific data contained in the portion(s) of the significant resource to be impacted by the project. The treatment plan shall include provisions for analysis of data in a regional context, reporting of results within a timely manner, curation of artifacts and data at an approved facility, and dissemination of reports to local and state repositories, libraries, and interested professionals.
- ii. In the event of discovery or recognition of any human remains during project implementation, project construction activities within 100 feet of the find shall cease until the Sacramento County Coroner has been contacted to determine that no investigation of the cause of death is required. If the County Coroner determines the remains are of Native American origin, they shall contact the NAHC to identify the Most Likely Descendant (MLD). The MLD shall be asked to make a recommendation to the landowner for treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98. The City shall comply with requirements identified by the NAHC for the appropriate means of treating the human remains and any associated funerary objects (CEQA Guidelines Section 15064.5[d]).

FINDINGS

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>4. GEOLOGY AND SOILS</p> <p>Would the project allow a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards?</p>			X

ENVIRONMENTAL SETTING

The 2035 General Plan Master EIR 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 (Sacramento County 2014). The greatest earthquake threat is from seismic shaking from earthquakes along Northern California’s major faults, the San Andreas, Calaveras, and Hayward faults. Using the California Geological Survey’s Ground Motion Interpolator, the estimated peak ground acceleration (PGA) from a seismic event is estimated at 0.194 g (ground acceleration measured as a fraction of gravity) (CGS 2008). Using the Modified Mercalli Intensity Scale, which assigns an intensity value based on the observed effects of groundshaking produced by an earthquake, a PGA of 0.194 would be felt as a Modified Mercalli intensity VII (strong) seismic event (Wood and Ratliff 2011). Under this worst case seismic event, damage would be negligible in buildings of good design and construction, slight to moderate in well-built ordinary structures, and considerable in poorly built or badly designed structures.

Areas susceptible to liquefaction hazards include the Central City area, where the Project would be located (Sacramento County 2014). However, because soil types can vary considerably and depth to groundwater is an important factor in liquefaction potential, site-specific geotechnical studies should be used to determine whether a specific location may be subject to liquefaction hazard. The Project components are all surface features (e.g., sidewalks and paved areas) and would not be constructed at depths within groundwater.

The City of Sacramento has a relatively flat topography, resulting in a low potential for landslide, slope stability, and erosion hazards. Site-specific effects of erosion are generally limited to construction, when stormwater runoff can carry sediment into local waterways or fugitive dust emissions.

The area mapped within the Project site by the Natural Resource Conservation Service consists largely of Columbia sandy loam and the Columbia-Urban land complex, along with undifferentiated urban land that would consist of impervious areas and disturbed fill or soil (NRCS 2016). Where mapped, the soil consists of alluvium that is somewhat poorly drained with a low to moderate potential for expansion.

Land subsidence has been identified as a potential hazard in the Policy Area, primarily related to groundwater withdrawal (City of Sacramento 2014).

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact is considered significant if it allows a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

Chapter 4.5 of the Master EIR evaluated the potential effects related to seismic hazards, underlying soil characteristics, slope stability, erosion, existing mineral resources and paleontological resources in the City. Implementation of identified policies in the 2035 General Plan reduced all effects to a less-than-significant level. Policy EC 1.1.1 requires regular review of the City's seismic and geologic safety standards, and Policy EC 1.1.2 requires geotechnical investigations for project sites to identify and respond to geologic hazards, when present.

ANSWERS TO CHECKLIST QUESTIONS

Question A

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 habitable structures that would be damaged during any seismic activity. The Project components would not be constructed deep enough to interface with groundwater, would not add significant water to the environment, and would not change liquefaction conditions. The entire Project area is flat and not subject to landslides or erosion. The soils within the Project site are able to support construction and operation of the proposed Project. Because the Project would disturb more than one acre of ground, the Project would be required to comply with the state Construction General Permit, which would require the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) that would control runoff and runoff from the construction sites and prevent erosion. Therefore, impacts related to geologic and/or seismic hazards would be **less than significant**.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

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

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

ENVIRONMENTAL SETTING

The 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 DTSC has primary regulatory responsibility. For some sites, enforcement of regulations has been delegated to local jurisdictions, which enter into agreements with DTSC. 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. The Certified Unified Program Agency (CUPA), which is responsible for consolidating the administration of the six program elements within its jurisdiction in the City of Sacramento, is the Sacramento County Environmental Management Division (SCEMD).

The proposed Project would develop streetscape improvements along 12th Street. The Project site is currently characterized by the roadway 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.

An initial site assessment was prepared along the Project corridor to identify hazardous materials sites that may have affected soil in areas that the proposed Project would encounter (Blackburn Consulting 2017). The assessment developed findings and recommendations for each site as provided below. Note that some of the sites are not known to have had releases (spills) but are recommended for further sampling. The assessment recommendation is based on the potential for historical residual or incidental spillage, as well as the history of chemical use throughout the

Project area. The recommendations for each of the sites listed below are scheduled for Phase II sampling to further inform the Project as to areas where contaminated soil may be present and require management.

APN 001-0122-014, 200 North 12th Street

Partial acquisition is proposed at the southeast edge of the parcel. The site is a former gasoline station identified as IC Pacific Cardlock. Three underground fuel storage tanks (USTs) are listed at the site. The service station is no longer operational and is currently fenced off. The fuel pumps, islands, and service building remain on site. There are no indications in the records search regarding the size and location of the USTs, if they have been removed, or if there have been any reported releases from the USTs or associated piping. Additional investigation is warranted.

The initial site assessment recommended that a Phase II screening be conducted of the soil within the proposed acquisition area to assess the presence of potential hazardous materials. Potential contaminants of concern (COC) include total petroleum hydrocarbons (TPH) as diesel (TPH-d), gasoline (TPH-g) and motor oil (TPH-mo), metals, and benzene/ toluene/ ethylbenzene/xylene (BTEX).

APN 001-0101-004, 510 Sunbeam Avenue

Partial acquisition is proposed along the east edge of the parcel and the entire parcel is proposed for use as a staging area. The site is listed as Elmer's Welding. The database lists the site as maintaining (waste) oil that was changed by an outside company. Sanborn Maps identify "Trailer Assembling Services" at the south side of the parcel. A concrete pad was visible in the area during the site reconnaissance.

The initial site assessment recommended that a Phase II screening be conducted of the soil within the proposed acquisition area to assess the presence of potential hazardous materials. Potential COCs include metals, VOCs, TPH-d, TPH-g, and TPH-mo.

APN 001-0070-029, Hart Enterprises, 1441 Richards Boulevard

Partial acquisition is proposed for the south edge of the parcel under the main alternative only. The site is developed as Hart Western Truck Parts and is listed as a small quantity generator of hazardous waste. The site was previously listed as a large quantity generator of hazardous waste. A 1,850-gallon above ground fuel tank is listed at the north site of the parcel, outside the acquisition area. No violations were located in the records search.

The initial site assessment recommended that a Phase II screening be conducted of the soil within the proposed acquisition area to assess the presence of potential hazardous materials. Potential COCs include TPH-d, TPH-g, TPH-mo, VOCs, and metals.

APN 001-0070-007, Bridgestone, 1401 Richards Boulevard

Partial acquisition is proposed for the south edge of the parcel. The site is developed as GCR/Firestone Tire Center, and is listed as generating an unidentified waste, however the site is listed as "Inactive".

The initial site assessment recommended that a Phase II screening be conducted of the soil within the proposed acquisition area to assess the presence of potential hazardous materials. Potential COCs include TPH-d, TPH-g, TPH-mo, and metals.

APN 002-0010-056, 130 North 12th Street

The east edge of the parcel is proposed for use as a staging area. The site is currently developed as SIMS Metals. Metals recycling operations have occurred at this location since the early 1950's. Scrap metals are sorted, cut, flattened, and compacted onsite. The Department of Toxic Substances Control (DTSC) has overseen remedial investigation field activities resulting in characterization of portions of the facility. Site assessment has been ongoing and portions of the site are addressed in a Land Use Covenant (LUC). Records indicate the COCs documented in soil and groundwater at this parcel include polychlorinated biphenyls (PCBs), copper, lead, waste oil, motor oil, hydraulic oil, and PAHs. A 2,000-gallon diesel UST and 10,680-gallon above ground storage tank (unknown contents) are listed at the facility.

The initial site assessment recommended that a Phase II screening be conducted of the soil within the proposed acquisition area to assess the presence of potential hazardous materials. This screening is recommended (although no acquisition is to occur), to ensure worker health and safety while operating within the staging area, and to document potential levels of contaminants in soil. Potential COCs include TPH-d, TPH-g, TPH-mo, polychlorinated biphenyls (PCBs), and metals.

APN 002-0041-083, 131 North 12th Street

This site is listed as Shaw, Purity Oil, and Contaminated Property. The western third and northern edge of the parcel, as well as the adjacent access road at the north side of the parcel, are proposed for use as a staging area. The site was owned by Southern Pacific Transportation Company (SP), and a portion of the site was leased for use as a waste oil re-processing facility from 1966 to 1978. The western third of the site was most recently used by the Sacramento Housing and Redevelopment Agency (SHRA) for temporary housing, offices, and parking. The eastern two-thirds was the location of the former Purity Oil waste oil recycling facility from the 1950s until 1978. Environmental investigation and remediation of the former Purity Oil property have been overseen by DTSC since 1993. A UST was removed from the eastern portion of the site and approximately 53 cubic yards of soil was excavated from the western portion of the site. Approximately 15,500 cubic yards of impacted soil was excavated from the Purity Oil portion in the mid-1990s. A "No Further Action Required" letter was issued by SCEMD in 2003.

GeoTracker records indicate that several additional soil removal actions have been completed from 1985 to present and that groundwater monitoring continues. Lead and oil in soils, and VOCs in groundwater have been detected at the site. In 2008, a LUC was entered into for the Former Southern Pacific-Purity Oil location at 1324 A Street. The LUC has been, in part, rescinded.

The initial site assessment recommended that a Phase II screening be conducted of the soil within the proposed acquisition area to assess the presence of potential hazardous materials. This screening is recommended (although no acquisition is to occur), to ensure worker health and safety while operating within the staging area, and to document potential levels of contaminants in soil. Potential COCs include TPH-mo, VOCs, and metals.

STANDARDS OF SIGNIFICANCE

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

- expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities;

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

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR evaluated effects of development on hazardous materials, emergency response and aircraft crash hazards (see 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 2035 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) were effective in reducing the identified impacts.

ANSWERS TO CHECKLIST QUESTIONS

Question A

Development of the proposed Project would construct sidewalks, crosswalks, pavement treatments and bicycle improvements on 12th Street. As discussed in the Setting, there are several hazardous materials sites that may have resulted in contaminated soil along the Project corridor. Therefore, grading and excavation activities along the Project corridor may have the potential to expose construction personnel to hazardous materials. As a Project Design Feature and in compliance with Policy PHS 3.1.1, the City will conduct Phase II sampling to better inform the proposed Project of soil conditions prior to construction. The results of the Phase II sampling may reveal the presence of contaminated soil, which would be a **potentially significant** impact. Furthermore, given the extensive historical chemical use in this area, there may be unsampled locations that contain soil contaminated from prior uses. Using the results of the Phase II sampling to inform the Project Design Features and in compliance with Policy PHS 3.1.2, the City will prepare and implement a Hazardous Materials Action Plan (also referred to as a soil management plan). Potential impacts related to exposure of people to contaminated soils were anticipated within the 2035 General Plan Master EIR, resulting in General Plan Policies PHS 3.1.1 and 3.1.2, incorporated into the Project as **Mitigation Measures HAZ-1** and **HAZ-2**, described below. Implementation of **Mitigation Measures HAZ-1** and **HAZ-2** would reduce impacts to a less-than-significant level.

Question B

The proposed Project would involve streetscape improvements to 12th Street and would not involve the removal or demolition of any existing structures that may contain asbestos or other hazardous building materials. Therefore, there would be **no impact** from development of the proposed Project.

Question C

The proposed Project would involve streetscape improvements to 12th Street. Most improvements would involve excavation to about 4 feet in depth. Some drainage and lighting improvements may extend to 5 feet in depth and the traffic signal improvements could extend to 10 feet in depth. The review of hazardous materials sites in the initial site assessment revealed that the depth to groundwater varies from about 10 to 30 feet below the ground surface (Blackburn 2017).

Therefore, construction activities may just reach groundwater but would not need to extend into groundwater and therefore would not require dewatering. Therefore, there would be **no impact** from development of the proposed Project relative to groundwater.

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 following parcels:

- APN 001-0122-014, 200 North 12th Street
- APN 001-0101-004, 510 Sunbeam Avenue
- APN 001-0070-029, Hart Enterprises, 1441 Richards Boulevard
- APN 001-0070-007, Bridgestone, 1401 Richards Boulevard
- APN 002-0010-056, 130 North 12th Street
- APN 002-0041-083, 131 North 12th Street. This site is listed as Shaw, Purity Oil, and Contaminated Property

The sample testing parameters shall be as recommended in the initial site assessment (Blackburn 2017). All recommendations identified within the assessment shall be used to inform the preparation of the Hazardous Materials Action Plan, as required in **Mitigation Measure HAZ-2**, described below.

Pursuant to General Plan Policy PHS 3.1.2, the City shall implement the following mitigation measure:

Mitigation Measure HAZ – 2: Based on the results of the initial site assessment (Blackburn 2017) and the Phase II sampling conducted under **Mitigation Measure HAZ-1** above, the Project applicant shall prepare and implement a Hazardous Materials Action Plan. Prior to implementation of ground-disturbing activities, the City shall hire a qualified professional to prepare and implement a Hazardous Materials Action Plan. The Plan shall identify the known hazards, describe hazard recognition and testing measures for construction workers, identify personal protective equipment, and describe waste handling and disposal procedures, as specified in applicable regulations and best practices.

FINDINGS

The Project would have no additional Project-specific environmental effects relating to Hazards.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
6. HYDROLOGY AND WATER QUALITY			
Would the project:			
A) Substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by construction and/or development of the project?			X
B) Substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood?			X

ENVIRONMENTAL SETTING

The American River is located approximately 100 feet northeast of the northern Project limits and the Sacramento River is located approximately 1.0 miles to the west of the Project. 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.

The Project site is currently paved and occupied by an existing roadway, sidewalk, and parking areas with the exception of potential staging areas. There are few trees within the Project footprint, but those areas are street trees within defined tree wells or trees along the periphery of the Project site. The Project site is an existing roadway in an urban area of downtown Sacramento. Currently the Project site is almost entirely comprised of impervious surfaces and as a result, stormwater drains to the adjacent storm drain system.

The Federal Emergency Management Agency (FEMA) publishes Flood Insurance Rate Maps (FIRM) that delineate flood hazard zones for communities. The Project site is located within an area designated as shaded Zone X (Community Panel Numbers 060267 0180J and 060267 0176J) (**Figure 7**). This zone is applied to areas of 0.2% annual chance flood, areas of 1% annual chance flood with average depths of less than one foot, or with drainage areas less than one square mile, and areas protected by levees from 1% annual chance flood. The Project site is in an area protected from the one percent annual chance (100-year) flood by levee, dike, or other structures subject to possible failure or overtopping during larger storms. FEMA does not have building regulations for development in areas designated Zone X and would not require mandatory flood insurance for structures in Zone X.

The public wastewater collection system within the City includes a combined sewer system (CSS) in the older Central City area where the Project site is located, and a newer separated sewer system (sanitary sewer) in the remaining areas of the City. The CSS serves residences and businesses generally within the Downtown, East Sacramento, and Land Park communities, which contribute both sanitary sewage and storm drainage flows (combined sewer) to the CSS. 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 April 17, 2015.



SOURCE: ESRI, 2012; FEMA, 2016; ESA, 2017

North 12th Complete Street Project

Figure 7
Floodplain



The permittees listed under the joint permit have the authority to develop, administer, implement, and enforce stormwater 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 2015c).

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 2035 General Plan policies or mitigation from the Master EIR:

- 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 Specific Plan 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.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

Chapter 4.7 of the Master EIR 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 (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 cooperation (Policies ER 1.1.2, EC 2.1.1), comprehensive flood management (Policy EC 2.1.23), and construction of adequate drainage facilities with new development (Policy ER 1.1.1 to ER 1.1.10) were identified that the Master EIR concluded would reduce all impacts to a less-than-significant level.

ANSWERS TO CHECKLIST QUESTIONS

Question A

Stormwater runoff from the Project site flows to the City's stormwater drainage system. Construction activities associated with the proposed Project would create the potential to degrade water quality from increased sedimentation and increased discharge (increased flow and volume of runoff) associated with stormwater runoff. Disturbance of site soils would increase the potential for erosion from stormwater. The State Water Resources Control Board (SWRCB) adopted a statewide general NPDES permit for stormwater discharges associated with construction activity. Dischargers whose projects disturb one or more acres of soil are required to obtain coverage under the General Permit for Discharges of Stormwater Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation.

The City's Stormwater Quality Improvement Plan (SQIP) contains a Construction Element that provides guidance in the implementation of the NPDES Permit for Stormwater Discharges Associated with Construction Activity (City of Sacramento, 2007). This General Construction Permit requires the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP should contain a site map(s) which shows the construction site perimeter, roadways, stormwater collection and discharge points, general topography both before and after

construction, and drainage patterns across the Project. The SWPPP must list BMPs the discharger will use to protect stormwater runoff and the placement of those BMPs. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for “non-visible” pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. Section A of the Construction General Permit describes the elements that must be contained in a SWPPP.

Compliance with City requirements to protect stormwater inlets would require the developer to implement BMPs such as the use of straw bales, sandbags, gravel traps, and filters; erosion control measures such as vegetation and physical stabilization; and sediment control measure such as fences, dams, barriers, berms, and basins. City staff also inspect and enforce erosion, sediment and pollution control requirements in accordance with City codes (Grading, Erosion and Sediment Control ordinance).

Conformance with City regulations and permit requirements along with implementation of BMPs, construction activities under the proposed Project would result in a **less-than-significant** impact related to stormwater absorption rates, discharges, flows, and water quality.

Question B

As shown in **Figure 7**, the Project is not located within a FEMA-designated 100-year flood hazard area. The proposed Project does not include the construction of buildings, including residential development, so it would not place housing in a special flood hazard area. Therefore, the Project would have **no impact**.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
7. NOISE Would the project:			
A) Result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases?			X
B) Result in residential interior noise levels of 45 dBA L _{dn} or greater caused by noise level increases due to the project?			X
C) Result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance?			X
D) Permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction?			X
E) Permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations?			X
F) Permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic?			X

ENVIRONMENTAL SETTING

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

Noise

Sound is mechanical energy transmitted by pressure waves through the air. Noise can be defined as unwanted sound. Sound is characterized by various parameters that include the rate of oscillation of sound waves (frequency), the speed of propagation, and the pressure level or energy content (amplitude). In particular, the sound pressure level has become the most common descriptor used to characterize the loudness of an ambient sound level. The decibel (dB) scale is used to quantify sound intensity. Since the human ear is not equally sensitive to all frequencies within the entire spectrum, noise measurements are weighted more heavily within those frequencies of maximum human sensitivity in a process called “A-weighting,” referred to as dBA. In general, a difference of more than 3 dB is a perceptible change in environmental noise, while a 5 dB difference typically causes a change in community reaction. An increase of 10 dB is perceived by people as a doubling of loudness (Caltrans, 2013).

Cumulative noise levels from two or more sources will combine logarithmically, rather than linearly. For example, if two identical noise sources produce a noise level of 50 dBA each, the combined noise level would be 53 dBA, not 100 dBA.

Time variation in noise exposure is typically expressed in terms of the average energy over time (L_{eq}), or alternatively, as a statistical description of the sound level that is exceeded over some fraction of a given period of time. For example, the L_{50} noise level represents the noise level that is exceeded 50 percent of the time – half the time the noise level exceeds this level and half the time the noise level is less than this level. This level is also representative of the level that is exceeded 30 minutes in an hour. Similarly, the L_8 and L_{25} represent the noise levels that are exceeded eight and 25 percent of the time, respectively, or for five and 15 minutes during a 1-hour period, respectively.

Several methods have been devised to relate noise exposure over time to human response. The Day-Night Noise Level (L_{dn}) is a 24-hour L_{eq} that adds a 10 dB penalty to sounds occurring between 10:00 PM to 7:00 AM to account for the increased sensitivity to noise events that occur during the quiet late evening and nighttime periods.

Vibration

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings. Typically, groundborne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Man-made vibration issues are therefore usually confined to short distances (i.e., 500 feet or less) from the source. Sensitive receptors for vibration include structures (especially older masonry structures), people (especially residents, the elderly and sick), and vibration sensitive equipment. Fragile buildings can be exposed to ground-borne vibration levels of 0.5 PPV without experiencing structural damage. The FTA measure of the threshold of architectural damage for conventional sensitive structures is 0.2 in/sec PPV. The human annoyance response level is 80 RMS.

Existing Sensitive Land Uses

Some land uses are considered more sensitive to ambient noise levels than others, due to the amount of noise exposure (in terms of both exposure duration and insulation from noise) and the populations that would be exposed, and the types of activities typically involved. Residences, motels and hotels, schools, libraries, churches, hospitals, and nursing homes are land uses with users that are generally more sensitive to noise than are the users of commercial (other than lodging facilities), industrial, and other non-residential land uses. The proposed Project would not include the development of any new sensitive land uses to the Project area. Sensitive land uses near the Project area consist of single family residences located within approximately 50 feet of the Project site.

STANDARDS OF SIGNIFICANCE

For 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 2035 General Plan policies or mitigation from the 2035 General Plan Master EIR:

- 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 Ldn 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.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR evaluated the potential for development under the 2035 General Plan to increase noise levels in the community. New noise sources include vehicular traffic, aircraft, railways, light rail and stationary sources. The general plan policies establish exterior (General Plan Policies EC 3.1.1 and 3.1.2) and interior (General Plan Policies EC 3.1.3 and 3.1.4) noise standards. A variety of policies provide standards for the types of development envisioned in the 2035 General Plan. Notwithstanding application of the 2035 General Plan policies, noise impacts for exterior noise levels (Impact 4.8-1), interior noise levels (Impact 4.8-2), and 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.

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

The proposed Project does not include the development of residential or commercial uses that would increase vehicular trips within the Project area. Although the proposed Project would include additional parallel street parking along the 12th Street Corridor between H and C Streets, the increase in available parking would not result in a noticeable increase in traffic noise. Therefore, **less-than-significant** impacts to long-term interior and exterior noise levels would result during the operation of the proposed Project.

Question C

City of Sacramento's Municipal Code Chapter 8.68.080 (Exemptions) exempts construction noise from its noise standards provided that they occur between the hours of 7:00 am and 6:00 pm Monday through Saturday and between the hours of 9:00 am and 6:00 pm on Sunday. Since all Project-related construction activities would only occur within the hours specified in the City of Sacramento Municipal Code, the proposed Project would not result in a violation of the City's construction noise standards, resulting in a **less-than-significant** impact.

Questions D and E

Since the operation of the proposed Project would not include any activities that generate significant levels of vibration, it is not anticipated that the operation of the proposed Project would expose the nearest sensitive receptor or structure to vibration levels that would result in annoyance. Therefore, only vibration impacts from onsite construction activities are evaluated.

Construction activities would be confined to the existing roadway and sidewalk areas. Construction activities may generate perceptible vibration when heavy equipment or impact tools such as jackhammers, pavers and rollers are used. The potential use of vibratory roller during construction of the proposed improvements would be expected to generate the highest vibration levels during construction. According the Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment*, a vibratory roller typically generates a vibration level of 0.21 PPV from a distance of 25 feet (FTA, 2006).

As previously discussed, the nearest sensitive land use is located within approximately 50 feet of where Project construction would occur. Using a vibration attenuation equations found in the FTA's *Transit Noise and Vibration Impact Assessment*, the nearest sensitive land use to Project site would be exposed to a vibration level of 0.07 inch/sec PPV, which is below the City of Sacramento 0.5 inch/second PPV significance threshold (FTA, 2006). Consequently, construction-related vibration levels at the nearest sensitive land use would be below the City of Sacramento 0.5 in/sec PPV threshold and would be a **less-than-significant** impact.

Question F

There are no historic buildings or known archaeological sites located adjacent to where onsite construction activities would occur. However, historic-era bricks have been identified within the Project area on the corners of G and 12th Streets and H and 12th Streets. Since construction activities adjacent to these areas would consist of pavement striping and minimal ground disturbance to convert the western-most vehicle travel lane to new on-street parking, it is expected that use of equipment known to generate high vibration levels would not be required in close enough proximity to the historic-era bricks to result in damage. Consequently, construction of the proposed Project would not expose nearby historic buildings or archaeological sites to vibration-peak-particle velocities greater than 0.2 inches per second and would have a **less-than-significant** impact.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The proposed Project would have no significant environmental effects relating to noise and vibration.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>8. PUBLIC SERVICES</p> <p>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?</p>			X

ENVIRONMENTAL SETTING

The Project site is located in downtown Sacramento and is served with fire protection and police protection by the City of Sacramento.

The Sacramento Fire Department (SFD) provides fire protection services to the entire City and some small areas just outside the City boundaries within the County limits. SFD provides fire protection and emergency medical services to the Project area. First-response service is provided by Station 14, located at 1341 N C Street, immediately east of the Project site at C Street and by Station 2 at 1229 I Street, approximately 515 feet southeast of the Project terminus at H Street. Service is also provided by Station 1, located at 624 Q Street approximately 0.8 miles southeast of the Project site.

The Sacramento City Police Department (SPD) provides police protection services to the Project area. The Project area is serviced by Central Command which is located at the Richards Police Facility, 300 Richards Boulevard which is 1.0 mile west of the Project site. In addition to the SPD, the Sacramento County Sheriff’s Department, California Highway Patrol (CHP), UC Davis Police Department, and the Regional Transit Police Department aid the SPD to provide protection for the City.

City of Sacramento Unified School District provides school services to 42,000 students within the Project area. The District serves 55 elementary schools, 5 K-8 schools, 8 middle schools, 8 high schools, 4 adult schools and 15 children centers, plus 7 administrative sites. Elementary, middle, and high school students are assigned to a designated neighborhood school based on where the student lives, as long as the school offers the services the student needs. Each neighborhood school has a defined geographic boundary and is intended to serve the students who live within that geographic boundary. Washington Elementary School, Sutter Middle School, and C.K. McClatchy High School are the assigned schools for the proposed Project site (Sacramento City Unified School District, 2017).

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact would be considered significant if the Project resulted in the need for new or altered services related to fire protection, police protection, school facilities, or other governmental services beyond what was anticipated in the 2035 General Plan.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR evaluated the potential effects of the 2035 General Plan on various public services. These include police, fire protection, schools, libraries and emergency services (Chapter 4.10).

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 Master EIR concluded that effects of development that could occur under the 2035 General Plan would be less than significant.

2035 General Plan policies that call for the City to consider impacts of new development on schools (see, for example, Policy ERC 1.1.2 setting forth locational criteria, and Policy ERC 1.1.4 that encourages joint-use development of facilities) reduce impacts on schools to a less-than-significant level. (Impacts 4.10-3, 4) Impacts on library facilities were considered less than significant (Impact 4.10-5).

ANSWERS TO CHECKLIST QUESTIONS

Question A

Fire Protection

The proposed Project would redevelop an existing roadway. Development of the proposed Project would not result in increased population and residential structures. Therefore, there would not be a need for additional fire protection facilities. During construction, there may be temporary delays due to closed lanes and construction vehicles, but detours are not anticipated. The impact on fire protection services would be **less than significant**.

Police Protection

Similar to the SFD, the Project would not result in increased population needing additional police and protection facilities. During construction, there may be temporary delays due to closed lanes and construction vehicles, but detours are not anticipated. The impact on police protection services would be **less than significant**.

School Facilities

Development of the proposed Project would not result in increased population and a subsequent need for additional school facilities. There would be **no impact**.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The Project would have no additional Project-specific environmental effects relating to Public Services.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
9. RECREATION Would the project: A) Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities?			X
B) Create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2035 General Plan?			X

ENVIRONMENTAL SETTING

The City of Sacramento Parks and Recreation (Parks) Department maintains parks and recreational facilities within the City of Sacramento. The Parks Department classifies parks according to three distinct types: 1) neighborhood parks; 2) community parks; and, 3) regional parks. Neighborhood parks are typically less than ten acres in size and are intended to be used primarily by residents within a half-mile radius. Neighborhood parks contribute to a sense of community by providing gathering places for recreation, entertainment, sports, or quiet relaxation. Community Parks are generally 10 to 60 acres and serve an area within approximately two to three miles, encompassing several neighborhoods and meeting the requirements of a large portion of the City. Regional parks are larger in size and serve the entire City, as well as population from around the region. Regional parks are developed with a wide range of improvements not usually found in local neighborhood and community parks. The City of Sacramento currently has a park inventory of 226 facilities with a total area of 3,200 acres (City of Sacramento Department of Parks and Recreation, 2015).

The nearest park to the Project area is J. Neely Johnson Park Community Garden, which is located approximately 0.07 miles west of the Project on 11th Street between F and E streets. Dos Rios School Park is located approximately 0.12 miles west of the Project at the corner of Richards Boulevard and Vine Street and is gated for use by Smythe Academy Middle School. Zapata Park is located approximately 0.20 miles west of the Project on E Street at 9th Street. Muir Playground is located approximately 0.23 miles east of the Project at 15th and C Streets.

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.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

Chapter 4.9 of the Master EIR considered the effects of the 2035 General Plan on the City's existing parkland, urban forest, recreational facilities and recreational services. The 2035 General Plan identified a goal of providing an integrated park and recreation system in the City (Goal ERC 2.1). New residential development will be required to dedicate land, pay in-lieu fees or otherwise contribute a fair share to the acquisition and development of parks and recreation facilities (Policy ERC 2.2.5). Impacts were considered less than significant after application of the applicable policies. (Impacts 4.9-1 and 4.9-2)

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

Project operation would improve bicycle and pedestrian access to the area. Development of the proposed Project would not include any residential development or employment-generating land uses. Therefore, the Project would not result in an increase in population and the associated need for additional recreational facilities. Therefore, there would be **no impact** to recreation associated with the Project.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

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

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

ENVIRONMENTAL SETTING

The 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). In August 2016, the City adopted the *Bicycle Master Plan* (City of Sacramento, 2016) with the goals of increasing ridership, safety, connectivity, and equity throughout the City.

North 12th Street is the transportation artery for access to downtown from North Sacramento. North 12th Street is currently a one-way (southbound) road with four lanes from the State Route 160 bridge (over the American River) to F Street, and three lanes from F Street to J Street (where it changes to a two-way road to L Street (an entrance to the State Capital grounds). The roadway includes tracks for Regional Transit light rail trains, raised curbs, and sidewalks. Richards Boulevard is a two-way four-lane road with a center two-way left turn lane, raised curbs, and sidewalks. Sunbeam Avenue is a two-way two-lane road, with raised curbs and sidewalks.

General Plan Policy M 1.2.2 establishes a flexible Level of Service (LOS) standard that is specific to the context and unique characteristics of the neighborhood and community. For the Central City Community Plan Area, which includes much of the Project site, this policy establishes that LOS F is allowed where projects include provisions to “improve the overall system, promote non-vehicular transportation, and/or implement vehicle trip reduction measures” (City of Sacramento, 2015a). **Table 4** identifies existing peak hour intersection levels of service (LOS) in the Project area. All but two intersections currently meet the City’s peak hour LOS standard of LOS E or better. The North 12th Street/Richards Boulevard intersection currently operates at LOS F in both peak hours. The North 12th Street/North B Street/ Dos Rios Street intersection currently operates at LOS F in the AM peak hour.

STANDARDS OF SIGNIFICANCE

For 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 2035 General Plan policies or mitigation from the 2035 General Plan Master EIR:

Roadway Segments

- A) the traffic generated by a project degrades peak period Level of Service (LOS) from A, B, C, D, or E (without the project) to F (with project); or
- B) the LOS (without project) is 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 level of service from A, B, C, D, or E (without project) to F (with project); or
- the LOS (without project) is F, and project generated traffic increases the peak period average vehicle delay by five seconds or more.

**TABLE 4.
EXISTING INTERSECTION LEVELS OF SERVICE**

Intersection	Existing Conditions				
	Intersection Control	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
North 12 th Street/ Richards Boulevard	Signal	131.2	F	137.2	F
North 16 th Street/ Richards Boulevard	Signal	17.8	B	259.8	F
Richards Boulevard/ Sunbeam Avenue	Side Street Stop	12.1	B	13.2	B
North 12 th Street/ Sunbeam Avenue/Sproule Avenue	Signal	19.6	B	14.9	B
North 12 th Street/ North B Street/Dos Rios Street	Signal	84.1	F	47.7	D
North 12 th Street/ C Street	Signal	24.7	C	22.5	C
North 12 th Street/ D Street	Signal	25.1	C	24.6	C
North 12 th Street/ E Street	Signal	25.9	C	24.4	C
North 12 th Street/ F Street	Signal	3.9	A	4.3	A
North 12 th Street/ G Street	Signal	4.3	A	3.6	A
North 12 th Street/ H Street	Signal	7.1	A	9.1	A
North 12 th Street/ I Street	Signal	6.9	B	7.9	A

NOTES:

Cells with **bold** text represent intersection conditions that do not meet the City's LOS policies.

LOS = Level of Service

Delay = Stopped control in seconds per vehicle

SOURCE: DKS Associates, 2016.

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.

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 for access by bicycle.

Pedestrian Circulation

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

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

Transportation and circulation were discussed in the Master EIR 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, and effects of the 2035 General Plan on the public transportation system. Provisions of the 2035 General Plan that provide substantial guidance include Mobility Goal 1.1, calling for a transportation system that is effectively planned, managed, operated and maintained, promotion of multimodal choices (Policy M 1.2.1), identification of level of service standards (Policy M 1.2.2), support for state highway expansion and management consistent with the Sacramento Area Council of Governments Metropolitan Transportation Plan/Sustainable Communities Strategy (SACOG MTP/SCS) (Policy M 1.5.6) and development that encourages walking and biking (Policy LU 4.2.1).

While the 2035 General Plan includes numerous policies that direct the development of the City's transportation system, the Master EIR concluded that the 2035 General Plan development would result in significant and unavoidable effects. See Impacts 4.12-3 (roadway segments in adjacent communities, and Impact 4.12-4 (freeway segments). According to Policy M 1.2.2, the intersections studied for the North 12th Complete Street Project all fall within the LOS F policy area, which includes the Central City Community Plan Area. This policy establishes that LOS F is allowed where projects include provisions to "to improve the overall system, promote non-vehicular transportation, and/or implement vehicle trip reduction measures"

ANSWERS TO CHECKLIST QUESTIONS

Question A

The proposed Project would include removal of one traffic lane on North 12th Street to accommodate a new two-way Class IV bikeway (to C Street) and to provide on-street parallel parking between C Street and H Street. Project development would not contribute to an increase the traffic above existing conditions on North 12th Street, Richards Boulevard and Sunbeam Avenue. 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. On roadways in urban environments, particularly for those like North 12th Street that have spacing of signalized intersections at closer than ½-mile intervals, the signalized intersections principally dictate the capacity of the roadway. As described below [(b) Intersections], even with one fewer lanes, operations under Existing Plus Project conditions would be acceptable (LOS E or better) at all except two intersections, and the vehicle delay at those two intersections would be lower with the Project than under existing conditions due to changes to signal phasing and timing. For that reason, development of the proposed Project would result in a **less-than-significant** impact.

Question B

The proposed Project would require modification to some intersections and traffic signals including physical modifications (e.g., changes to lane configurations) as well as modifications to signal phasing and timing. Regulation of certain traffic movements would be required to prevent

conflicts between vehicles and bicyclists. Additionally, installation of a traffic signal, and prohibition of westbound (Richards Boulevard) left turns at the intersection of Richards Boulevard and Sunbeam Avenue is assumed to facilitate the crossing of bicyclists using the protected bikeway. As shown in **Table 5**, intersection operations under Existing Plus Project conditions would be acceptable (LOS E or better) at all but two intersections. When compared to **Table 4** showing the existing conditions, the vehicle delay at the two intersections currently not operating at an acceptable LOS would decrease with the Project. Additionally, implementation of the Project would improve the North 12th Street/Richards Boulevard intersection from an LOS F to an LOS E during the PM peak hour and improve the North 12th Street/North B Street/ Dos Rios Street intersection from an LOS F to an LOS C during the AM peak hour.

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 Project would not degrade peak period LOS from A, B, C, D or E (without the Project) to F (with the Project) at intersections within the 12th Street corridor. A **less-than-significant** impact would result from development of the proposed Project.

**TABLE 5.
EXISTING PLUS PROJECT INTERSECTION LEVELS OF SERVICE**

Intersection	Existing Plus Project Conditions				
	Intersection Control	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
North 12 th Street/ Richards Boulevard	Signal	87.7	F	75.4	E
North 16 th Street/ Richards Boulevard	Signal	29.0	C	215.2	F
Richards Boulevard/ Sunbeam Avenue	Side Street Stop	23.4	C	10.5	B
North 12 th Street/ Sunbeam Avenue/Sproule Avenue	Signal	16.7	B	20.3	C
North 12 th Street/ North B Street/ Dos Rios Street	Signal	24.5	C	25.2	C
North 12 th Street/ C Street	Signal	11.7	B	11.5	B
North 12 th Street/ D Street	Signal	1.6	A	3.9	A
North 12 th Street/ E Street	Signal	45.5	D	27.0	C
North 12 th Street/ F Street	Signal	17.3	B	6.2	A
North 12 th Street/ G Street	Signal	8.4	A	5.7	A
North 12 th Street/ H Street	Signal	6.3	A	10.7	B
North 12 th Street/ I Street	Signal	7.8	A	9.4	A

NOTES:

Cells with **bold** text represent intersection conditions that do not meet the City's LOS policies.

LOS = Level of Service

Delay = Stopped control in seconds per vehicle

SOURCE: DKS Associates, 2016.

Question C

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.

Question D

The proposed Project would not increase the demand for local transit. The proposed bikeway would be on the opposite side of 12th Street from the Regional Transit Light Rail (LRT) tracks, and there would not be any conflicts with LRT service. There would be potential conflicts with bus service along southbound 12th Street, but design elements have been incorporated into the Project to address those potential conflicts. For example, coordination with bus service providers (e.g., RT, and City of Roseville) would determine how bus transit operations could be improved by bus stop consolidation/removal. 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 adversely affect local transit routes. Therefore, a **less-than-significant** impact to transit is anticipated.

Question E

The proposed Project would improve accommodation of bicyclists by the addition of a two-way Class IV bikeway on North 12th Street, and Sunbeam Avenue, and a Class I bikeway along Richard Boulevard, by closing a gap in the bicycle network and improving safe operation of bicycles along this busy roadway through providing bicycle/pedestrian facilities separated from vehicle traffic.

Option 1A would provide a wider bicycle/pedestrian shared sidewalk along Richards Boulevard, so would not provide the additional safety of a buffered bicycle/pedestrian path, but would improve upon the existing connection to the Two Rivers Trail and would maintain the current travel patterns. The improved bicycle facilities would provide better access for bicyclists and would provide community members with a safe, reliable, and continuous bicycle route, as demonstrated in the Sacramento Bicycle Master Plan (City of Sacramento, 2016), which indicates a preference for providing facilities with horizontal and/or vertical separation between bicyclists and vehicular traffic on roadways with traffic volumes exceeding 12,000 cars per day. Therefore, a **less-than-significant** impact to bicycle facilities would result from development of the proposed Project.

Question F

The proposed Project would maintain pedestrian access along the North 12th Street corridor. Pedestrian access and safety would be improved because bicyclists that sometimes ride on the sidewalk with the pedestrians would use the new bikeway instead. The proposed Project would improve pedestrian travel and access, and therefore a **less-than-significant** impact would occur related to pedestrian travel.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

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

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

ENVIRONMENTAL SETTING

Water Supply

Water service for the Project area is provided by the City of Sacramento. The City provides domestic water service from a combination of surface water and groundwater sources including the American River, Sacramento River, and groundwater wells. Water from the American River and Sacramento River is diverted by two water treatment plants: The Sacramento River Water Treatment Plant (WTP), located at the southern end of Bercut Drive approximately 0.8 miles west of the Project site, and the E.A. Fairbairn Water Treatment Plant (EAFWTP), located at the northeast corner of State University Drive South and College Town Drive approximately 4.3 miles east of the Project site. Water diverted from the Sacramento and American Rivers is treated, stored in storage reservoirs, and pumped to customers via a conveyance network.

The City of Sacramento complies with the California Water Code, which requires urban water suppliers to prepare and adopt Urban Water Management Plan (UWMPs) every five years. The most recent UWMP was adopted in 2016, and includes an analysis of water demand sufficiency under normal, single dry year, and multiple dry year scenarios. Water supply and demand projections include future planned development until 2040. Based, in part, on these projections, the City possesses sufficient water supply entitlements and treatment capacity during normal, dry, and multiple dry years to meet the demands of its customers up to the year 2035.

Wastewater and Stormwater

Wastewater from the Project area is collected by the City of Sacramento's CSS, conveyed to the SRCSD system, and ultimately treated at the SRWTP, which is located in Elk Grove. Local drainage within the City is pumped or gravity flown into the creeks and rivers.

Solid Waste Disposal

The Sacramento County Kiefer Landfill is the primary location for the disposal of waste in the City of Sacramento. The landfill accepts municipal waste and industrial waste and is permitted to accept up to 10,815 tons per day (TPD), averaging 6,300 TPD (CalRecycle, 2013). This is further limited, however, by Section 17, Condition 26 and Table 2 of Kiefer's Solid Waste Permit, which limits the 2013 peak to 5,928 TPD and average to 3,487 TPD (CalRecycle, 2013). As of 2012,

305 acres of the 660 acres contain waste (City of Sacramento, 2014). The landfill facility sits on 1,084 acres. As a result, the Kiefer Landfill should be able to serve the area until the year 2065 (City of Sacramento, 2014).

Electricity and Natural Gas

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

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 could cause significant environmental impacts.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR evaluated the effects of development under the 2035 General Plan on water supply, sewer and storm drainage, solid waste, electricity, natural gas and telecommunications. See Chapter 4.11.

The Master EIR evaluated the impacts of increased demand for water that would occur with development under the 2035 General Plan. Policies in the 2035 General Plan would reduce the impact generally to a less-than-significant level (see Impact 4.11-1) but the Master EIR concluded that the potential increase in demand for potable water in excess of the City's existing diversion and treatment capacity, and which could require construction of new water supply facilities, would result in a significant and unavoidable effect (Impact 4.11-2). The potential need for expansion of wastewater treatment facilities was identified as having a less-than-significant effect (Impact 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.

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

Project operation would improve bicycle and pedestrian access to the area. The Project 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. Therefore, the Project would have **no impact** on utilities or service systems.

The City would work with utility companies, as necessary, for any utility relocation or adjustment to utility infrastructure.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

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

MANDATORY FINDINGS OF SIGNIFICANCE

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
12. MANDATORY FINDINGS OF SIGNIFICANCE			
A.) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X	
B.) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)		X	
C.) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X

ANSWERS TO CHECKLIST QUESTIONS

Question A

As discussed in the Air Quality, Biological Resources, Cultural Resources, and Hazards sections of this Initial Study, the proposed Project would result in **potentially significant** impacts as a result of construction of the Project. However, adoption and implementation of mitigation measures described in this Initial Study would reduce these individual impacts to less-than-significant levels.

Question B

Cumulative environmental effects are multiple individual effects that, when considered together, would be considerable or compound or increase other environmental impacts. Individual effects may result from a single project or a number of separate projects and may occur at the same place and point in time or at different locations and over extended periods of time.

Implementation of the proposed Project would facilitate the development of streetscape improvements identified in the *North 12th Street Complete Street Project Concept Report* (City of Sacramento 2015b). Where applicable, this Initial Study identifies mitigation measures for individual impacts resulting from Project implementation. Mitigation measures are proposed to reduce all **potentially significant** impacts to a less-than-significant level.

Question C

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

SECTION 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 checked="" type="checkbox"/> Air Quality | <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"/> |
| <input type="checkbox"/> | <input type="checkbox"/> |

SECTION 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 Master EIR; (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 Master EIR are adequate for the proposed Project; and (d) the proposed Project will have additional significant environmental effects not previously examined in the Master EIR. A Mitigated Negative Declaration will be prepared. Mitigation measures from the Master EIR will be applied to the Project as appropriate, and additional feasible mitigation measures and alternatives will be incorporated to revise the proposed Project before the negative declaration is circulated for public review, to avoid or mitigate the identified effects to a level of insignificance. (CEQA Guidelines Section 15178(b))



Signature

Scott Johnson

Printed Name

Jan. 12, 2018
Date



Signature

Scott Johnson

Printed Name

March 13, 2018
Revised Date

SECTION VI - REFERENCES CITED

- California Department of Transportation (Caltrans), 2013. Technical Noise Supplement to the Traffic Noise Analysis Protocol. September 2013.
- CalRecycle, 2013. Solid Waste Facility Permit 34-AA-0001, updated June 2013.
- City of Sacramento, 2016. *Bicycle Master Plan*. August 2016.
- City of Sacramento, 2015a. *2035 General Plan*. March 2015.
- City of Sacramento, 2015b. *North 12th Street Complete Street Project Concept Report*. February 2015.
- City of Sacramento, 2015c. *Sacramento 2035 General Plan Background Report*. March 2015.
- City of Sacramento, 2014. *Sacramento 2035 General Plan Master Environmental Impact Report*. August 2014
- City of Sacramento, 2012. Climate Action Plan (CAP). February 2012.
- City of Sacramento, 2007. City of Sacramento Department of Utilities, Engineering Services. Stormwater Quality Improvement Program.
- City of Sacramento Department of Parks and Recreation. 2017. Parks. Available: <http://portal.cityofsacramento.org/ParksandRec/Parks>. Accessed: October 5, 2017.
- DKS Associates, 2016. North 12th Complete Street Transportation and Traffic Analysis Report.
- Federal Transit Administration (FTA), 2006. Transit Noise and Vibration Impact Assessment. May 2006.
- Grady, Amber, and Robin Hoffman, *Twin Rivers Transit-Oriented Development and Light Rail Station Project. Cultural Resources Survey and Inventory Report*. Prepared for City of Sacramento and Sacramento Housing and Redevelopment Agency. February 2017.
- Ngo, M.M., J. A. Canchola, R. G. Dundas. 2013. Avifaunas of the middle Pleistocene Irvingtonian and Fairmead Landfill localities in California. Geological Society of America Cordilleran Section Meeting, 45:10.
- Office of Environmental Health Hazard Assessment (OEHHA), 2015. Guidance manual for Preparation of health Risk Assessments. February 2015.
- Sacramento City Unified School District, 2017. Available: <http://www.scusd.edu/attendance-areas>. Accessed: October 5, 2017.
- Sacramento Metropolitan Air Quality Management District (SMAQMD), 2016. Guide to Air Quality Assessment in Sacramento County. December 2009, latest revision September 2016. Sacramento. CA.
- Tremaine and Associates, Inc., *Rediscovering A Legacy: Archaeological Monitoring Report for the Sacramento Regional Transit District Light Rail Extension Project*. Prepared for the Sacramento Regional Transit District, 2009.

SECTION VII – COMMENTS AND RESPONSES

This Response to Comments document contains agency comments received during the public review period of the North 12th Complete Street Project (Project) Initial Study/Mitigated Negative Declaration (IS/MND).

BACKGROUND

The City of Sacramento Community Development Department, as lead agency, released the IS/MND for public review beginning on January 22, 2018 and ending on February 21, 2018 pursuant to CEQA Guidelines Section 15105. The IS/MND and supporting documents were made available at the public planning counter of the City of Sacramento Community Development Department located at 300 Richards Boulevard, Third Floor, Sacramento, California, 95811. According to CEQA Guidelines Sections 15073 and 15074, the lead agency must consider the comments received during consultation and review periods together with the mitigated negative declaration. However, unlike with an environmental impact report, comments received on a mitigated negative declaration are not required to be attached to the mitigated negative declaration, nor must the lead agency make specific written responses to public agencies. Nonetheless, the lead agency has chosen to provide responses to the comments received during the public review process for the North 12th Complete Street Project IS/MND.

LIST OF COMMENTERS

The City of Sacramento received four comment letters during the public comment period on the IS/MND. The comment letters were authored by the following representatives of the local agencies noted:

- | | |
|----------|--|
| Letter 1 | Robb Armstrong, RegionalSan |
| Letter 2 | Nicole Goi, Sacramento Municipal Utility District |
| Letter 3 | Larry C. Larsen, Law Offices of Gregory D. Thatch, Representing Hart Enterprises |
| Letter 4 | Stephanie Tadlock, Central Valley Regional Water Quality Control Board |

RESPONSE TO COMMENTS

The Response to Comments below, include responses to the comment letters submitted regarding the Project. The letters are numbered and bracketed with assigned comment numbers. The bracketed comment letters are followed by numbered responses corresponding to each bracketed comment. Where revisions to the IS/MND text were made, new text is double underlined and deleted text is ~~struck through~~.



Comment Letter Regional San

January 23, 2018

Mr. Scott Johnson
City of Sacramento – Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento CA 95811

Subject: Notice of Availability/Intent to Adopt a Mitigated Negative Declaration for the North 12th Street Complete Streets Project

Dear Mr. Johnson,

Sacramento Regional County Sanitation District (Regional San) has reviewed the subject application and has the following comments.

The City of Sacramento (City) proposes to install various improvements along the proposed alignment extending along North 12th Street, from Richards Boulevard to H Street and on Sunbeam Avenue from North 12th Street to Richards Boulevard. The proposed improvements include new bike paths, sidewalks, bus landings and additional pedestrian and street lighting.

The proposed project will have no significant impacts on Regional San facilities. No further comments are needed at this time. 1

If you have any questions regarding this letter, please feel free to contact me at (916) 876-6104 or by email: armstrongro@sacsewer.com.

Sincerely,

Robb Armstrong

Robb Armstrong
Regional San Development Services & Plan Check

cc: SASD Development Services
Policy & Planning - Long Range Planning

Main Office

10060 Goethe Road
Sacramento, CA 95827-3553
Tel: 916.876.6000
Fax: 916.876.6160

Treatment Plant

8521 Laguna Station Road
Elk Grove, CA 95758-9550
Tel: 916.875.9000
Fax: 916.875.9068

Board of Directors

Representing:

County of Sacramento

County of Yolo

City of Citrus Heights

City of Elk Grove

City of Folsom

City of Rancho Cordova

City of Sacramento

City of West Sacramento

Prabhakar Somavarapu

District Engineer

Ruben Robles

Director of Operations

Christoph Dobson

Director of Policy & Planning

David O'Toole

Director of Internal Services

Joseph Maestretti

Chief Financial Officer

Claudia Goss

Public Affairs Manager

www.regionalsan.com

Letter 1: Robb Armstrong, Sacramento Regional County Sanitation District (RegionalSan, SRCSD), January 23, 2018

Response to Comment 1-1

The comment confirms that the Project will not have a significant impact on the RegionalSan facilities. The comment is noted and will be conveyed to the City Council for their consideration.



Sent Via E-Mail

February 21, 2018

Scott Johnson
City of Sacramento
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811
SRJohnson@cityofsacramento.org

Subject: Notice of Availability/Intent to Adopt-Mitigated Negative Declaration for the North 12th Complete Streets Project / SCH#: 2018012029

Dear Mr. Johnson:

The Sacramento Municipal Utility District (SMUD) appreciates the opportunity to provide comments on the Mitigated Negative Declaration (MND) for North 12th Complete Streets Project (Project, SCH 2018012029). SMUD is the primary energy provider for Sacramento County and the proposed Project area. SMUD’s vision is to empower our customers with solutions and options that increase energy efficiency, protect the environment, reduce global warming, and lower the cost to serve our region. As a Responsible Agency, SMUD aims to ensure that the proposed Project limits the potential for significant environmental effects on SMUD facilities, employees, and customers.

1

It is our desire that the Project MND will acknowledge any Project impacts related to the following:

- Overhead and or underground transmission and distribution line easements. Please view the following links on smud.org for more information regarding transmission encroachment:
 - <https://www.smud.org/en/Business-Solutions-and-Rebates/Design-and-Construction-Services>
 - <https://www.smud.org/en/Corporate/Do-Business-with-SMUD/Land-Use/Transmission-Right-of-Way>
- Utility line routing
- Electrical load needs/requirements
- Energy Efficiency
- Climate Change
- Cumulative impacts related to the need for increased electrical delivery

2

The following is a list of site specific areas of concern that could be impacted due to the delivery of the Project. SMUD infrastructure located in the Project area and vicinity are as follows:

- Existing 21 kV overhead (OH) along the north side of Richards Blvd from the western project boundary area to Vine St. These poles appear to be in the road right-of-way.
- Existing 21 kV OH that crosses HWY 160 just south of the bike trail and levy.
- Existing 21 kV OH along the south side of Richards from Vine St to Sunbeam Ave. These poles appear to be in the road right-of-way.
- Existing 21 kV underground (UG) along the east and west side of Sunbeam for various stretches from Richards to N 12th Street. This also includes pad-mounted equipment and other associated infrastructure (such as pull boxes, etc.).
- Multiple existing 21 kV UG that crosses under Sunbeam between N B St and Richards Blvd.
- Existing 21 kV OH along the entire east side of the Alternative Trail Connection section of the project from Richards Blvd. A tap from this OH also crosses the Alternative Trail Connection area just north of Richards Blvd.
- Existing 21 kV OH along the east side of N 12th Street from N B St to south of Richards Blvd. This OH is east of the light rail line but appears to be in the road right-of-way.
- Multiple existing 21 kV OH crossings over N 12th Street from N B St to Richards Blvd.
- Existing 21 kV OH along the north side of N B Street along the entire project area. These poles appear to be in the road right-of-way.
- Multiple existing 21 kV OH crossings over N B Street along the entire project area.
- Existing 21kV OH along the property that continues where A Street leaves off from East to West.
- Existing 21kV OH crossing over 12th Street between N B Street and C Street.
- Existing 21kV OH crossing over 12th Street along Chinatown Alley. A pole on the east side of 12th Street may be in road right-of-way.
- Existing 21kV UG crossing under 12th Street along Democracy Alley.
- Existing 21kV OH crossing over 12th Street along Eggplant Alley. There are also a few poles that run parallel to 12th Street just North and South of the alley. These poles appear to be in road right-of-way.
- Existing 21kV UG crossing under 12th Street. This also includes pad-mounted equipment and other associated infrastructure (such as pull boxes, etc.). There also appears to be a pole on the East side of 12th Street along Fat Alley that may be in road right-of-way.
- Existing 21kV OH crossing over 12th Street along Government Alley. There are also a few poles that run parallel to 12th Street just North and South of the alley. These poles appear to be in road right-of-way.
- From G Street and down to the H Street intersection on 12th Street there various underground network circuits.

Comment Letter SMUD

SMUD would like to be involved with discussing the above areas of interest as well as discussing any other potential issues. We aim to be partners in the efficient and sustainable delivery of the proposed Project. Please ensure that the information included in this response is conveyed to the Project planners and the appropriate Project proponents.

4

Environmental leadership is a core value of SMUD and we look forward to collaborating with you on this Project. Again, we appreciate the opportunity to provide input on this MND. If you have any questions regarding this letter, please contact SMUD's Environmental Specialist, Rob Ferrera, at rob.ferrera@smud.org or 916.732.6676.

Sincerely,



Nicole Goi
Regional & Local Government Affairs
Sacramento Municipal Utility District
6301 S Street, Mail Stop A313
Sacramento, CA 95817
jamie.cutlip@smud.org

Cc: Rob Ferrera

Letter 2: Nicole Goi, Sacramento Municipal Utility District (SMUD), February 21, 2018

Response to Comment 2-1

The comment describes the Sacramento Municipal Utility District's (SMUD) role as the primary energy provider for the region and as a responsible agency for limiting potentially significant environmental effects on SMUD facilities, employees, and customers. The comment does not address the IS/MND for the proposed Project. The comment is noted and will be conveyed to the City Council for their consideration.

Response to Comment 2-2

The comment identifies types of impacts for which SMUD requests that the IS/MND acknowledge, if relevant to the proposed Project. Project impacts related to energy are discussed in the Land Use, Population and Housing, Agricultural Resources and Energy Section of the IS/MND. The IS/MND concludes that the Project will not result in energy impacts.

Response to Comment 2-3

The comment identifies SMUD utilities within the vicinity of the Project. As stated in the Utilities and Services Systems Section of the IS/MND, any impacts to utilities will be further coordinated through the City's utility coordination process for the Project.

Response to Comment 2-4

The comment requests ongoing coordination between Project planners, Project proponents, and SMUD for issues relating to the areas of interest named in Comment 2-2 and the utilities listed in Comment 2-3. The comment does not address the IS/MND for the proposed Project. The comment is noted and will be conveyed to the City Council for their consideration.

LAW OFFICES OF
GREGORY D. THATCH

1730 I Street, Suite 220
SACRAMENTO, CA 95811-3017
Telephone (916) 443-6956
Facsimile (916) 443-4632
www.thatchlaw.com

Comment Letter Hart

GREGORY D. THATCH
LARRY C. LARSEN
RYAN M. HOOPER

February 16, 2018

WASHINGTON, DC OFFICE
1225 I Street, Suite 250
WASHINGTON, DC 20005-3914
Telephone (202) 289-3912
Facsimile (202) 289-8683

VIA FIRST CLASS & ELECTRONIC MAIL

Scott Johnson, Associate Planner
Community Development Department
City of Sacramento
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811
Email: srjohnson@cityofsacramento.org

RE: North 12th Complete Street Project [T15165000]
Initial Study/Mitigated Negative Declaration

Dear Mr. Johnson:

This firm represents Hart Enterprises (Hart), Owner of the property located at 1441 Richards Blvd. (APN 001-0070-029). On behalf of Hart, we submit this letter detailing our concerns with respect to the Draft Mitigated Negative Declaration for the North 12th Complete Street Project (MND).

THE HART PROPERTY AND ITS RELATIONSHIP TO THE PROPOSED PROJECT

The Hart property is located on the Northwest corner of Richards Boulevard (Richards) and North 12th Street (12th Street). The proposed project calls for improvements along the southern and eastern boundaries of the Hart property to connect a bike trail from Sunbeam Avenue (Sunbeam) to the Two Rivers Trail that lies immediately north of the Hart Property. The MND also briefly discusses an alternative to the improvements in this area, which would entail a direct line of access from Sunbeam to the Two Rivers Trail. The location of these alternatives are depicted in the MND in Figures 2, 3, 4 and 5b.

THE MND FAILS TO PROPERLY EVALUATE THE ENVIRONMENTAL IMPACTS OF THE PROPOSED PROJECT

The California Environmental Quality Act (CEQA) generally requires the preparation of an Environmental Impact Report (EIR), rather than a MND, in any circumstance where there is substantial evidence to support a fair argument that the project may have significant impacts to the environment. (Public Resources Code §21082.2(d)); *No Oil Inc. v. City of Los Angeles* (1974) 13 Cal.3d 68, 75. Based upon our review of the MND, there is substantial evidence available to support the potential for significant impacts to public safety that have not been appropriately analyzed in the MND. Moreover, the MND calls for improper piecemeal review of the environmental impacts associated with construction and operation of the proposed project in the

1

2

Scott Johnson, Associate Planner
February 16, 2018
Page 2

vicinity of the Hart property. While Hart applauds the City’s effort to pursue a safety-related project designed to improve safety for bicyclists and reduce vehicle-bicycle conflicts along the 12th Street corridor, Hart is concerned that portions of the proposed plan do not support that goal. To the contrary, the proposed project features in the area surrounding Hart’s property defeat that purpose.

↑
2
cont.

A. THE MND FAILS TO PROPERLY EVALUATE THE IMPACTS OF THE PROPOSED PROJECT ON BICYCLE SAFETY.

While the MND purports to address the issue of bicycle safety, its response to Question E in the Transportation and Circulation Section is conclusory, at best. Question E relates to bicycle facilities and the table on page 67 concludes that there will be no additional environmental effect associated with the proposed project that adversely affects bicycle travel or bicycle paths. In support of this conclusion, the MND states on page 72:

The proposed project would improve accommodations of bicycles by an addition of a two-way Class 4 bikeway on 12th Street, Sunbeam Avenue, and Richards Boulevard, closing a gap in the bicycle network and improving safe operation of bicycle along this busy roadway. The improved bicycle facilities would provide better access for bicyclists and would provide community members with a safe, reliable, and continuous bicycle route. Therefore, a less than significant impact to bicycle facilities will result from the development of the proposed project.

↑
3

This conclusion is not supported by any evidence contained within the MND. Rather, other information contained in the MND as it relates to the project along Richards and 12th Street, north of Richards, belies this conclusion. First, the conclusion errors in the statement that the proposed project includes a Class 4 bikeway on Richards between Sunbeam and 12th Street. To the contrary, information contained on page 10 of the MND explains that “the existing sidewalk on the north side of Richards Boulevard from North 12th Street to Sunbeam Avenue would be converted to a two-way Class 1 bikeway.” Class 1 improvements along Richards would have potentially significant negative impacts on bicyclist safety transitioning from the Two Rivers Trail to Sunbeam. The MND contains no analysis of this issue.

In addition, the MND contains conflicting information with respect to the Hart property. On page 7, the MND limits the areas of Right of Way acquisition to “the intersection of North B Street, along Sunbeam Avenue, and for the potential Alternative Trail Connection to the Two Rivers Trail at Sunbeam/Richards Blvd intersection.” Conversely, on page 51, the MND acknowledges that in order to proceed with the project along Richards, between Sunbeam and 12th Street, acquisition of Right of Way along the southern frontage of the Hart property would be required.

↑
4

While the MND briefly discusses the alternative of having direct access to Sunbeam occur across an easement on the west side of the Hart property (there is an already existing easement in the area that could be utilized for bicycle access to the Two Rivers Trail), the MND merely notes that this possible “alternative access” route is going to be further studied after the MND.

↑
5
↓

Critically important, the MND neglects to even discuss, let alone determine, whether the alternative is preferable to the proposed project alignment to connect Sunbeam to the Two Rivers Trail. The MND is seriously devoid of evidence to support its conclusory statement that the project would improve safe operations of bicycles between Sunbeam and the Two Rivers Trail. Hart does not dispute that a Class 4 bike trail could result in bicycle safety. However, the facts presented in the MND do not support the conclusion that a Class 1 bike trail connecting Sunbeam to the Two Rivers Trail along Richards and 12th Street improves bicycle safety in this portion of the proposed project. Rather, the facts clearly demonstrate that direct access from the Two Rivers Trail over the driveway on the west side of the Hart property should be highly preferable to the more dangerous connection that requires a Class 1 bike trail along busy portions of Richards and 12th Street between Richards and the Two Rivers Trail.

Moreover, the alternative access easement appears to be preferable to the Richards Boulevard/12th Street access to Two Rivers Trail for a variety of reasons:

- The access easement roadway is already in place and would require less actual construction than the proposed project in this area.
- The access easement would provide direct access, rather than circuitous access, from the corner of Sunbeam and Richards to the Two Rivers Trail.
- Because the proposed project includes a traffic signal at Sunbeam and Richards, direct access to Sunbeam from the easement area is preferable and safer than the circuitous route around the Hart property along Richards and 12th.
- Simply put, a direct line access from Two Rivers Trail to Sunbeam would result in a substantially safer access route than the circuitous and more costly route around our client’s property along its southern Richards boundary and the western section of 12th Street between Richards and the Two Rivers Trail.

The MND should fully evaluate the access alternative being proposed because substantial evidence in the record supports the conclusion that such access is preferable to the circuitous route originally contemplated by the proposed project and more fully detailed in the MND.

B. THE MND IMPROPERLY PIECEMEALS ENVIRONMENTAL REVIEW.

There can be no doubt that CEQA forbids piecemeal review of significant environmental effects of a project. (*Berkeley Keep Jets over the Bay Committee vs. Board of Port Commissioners* (2001) 91 Cal.App.4th 1344, 1358; CEQA Guidelines Section 15165). By proposing to delay evaluation of the alternative access that could be provided across the Hart easement area, with its safer and less costly access to Two Rivers Trail, the MND violates this fundamental precept of considering the whole of a project and its impacts at the same time. Rather than analyzing the environmental impacts of the possible alternative in the MND, the MND merely notes that the alternative trail connection is being considered, and “if deemed feasible, this connection would

5
cont.

6

Scott Johnson, Associate Planner

February 16, 2018

Page 4

replace the proposed connection alignment from Sunbeam Avenue to the existing Two Rivers Trail.” MND, Page 12. This cursory explanation that the alternative is under evaluation, makes no practical sense and violates CEQA’s proscription against piecemeal environmental review.

↑
6
cont.

CONCLUSION

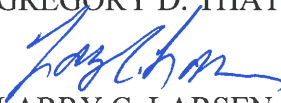
CEQA demands that the City more closely evaluate the alternative access that could be provided on the west of our client’s property in lieu of the more expensive and less safe access proposed on the north side of Richards and the west side of 12th between Richards and the Two Rivers Trail. Such analysis should be included in the MND to properly address bicyclist safety and to avoid improper piecemeal review of the alternative access as opposed to the proposed project.

↑
7

Both Hart and our office are available to discuss with City staff the process for providing access to Two Rivers Trail along the western side of the Hart property. Should you have any questions or comments, please do not hesitate to contact us.

Respectfully submitted,

LAW OFFICES OF
GREGORY D. THATCH



LARRY C. LARSEN

LCL:jg
L8293

cc (via email): Linda Welch (welch0521@sbcglobal.net)

Letter 3: Larry C. Larsen, Law Offices of Gregory D. Thatch, Representing Hart Enterprises, February 16, 2018

Response to Comment 3-1

This comment is an introductory statement and indicates that the Law Offices of Gregory D. Thatch are representing Hart Enterprises, which is located on the Northwest corner of Richards Boulevard and North 12th Street and is referred to as “Imler Diesel” in the IS/MND. The comment is noted and will be conveyed to the City Council for its consideration.

Response to Comment 3-2

This comment provides a summary of two perceived inadequacies of the IS/MND. Please see Responses to Comments 3-3, 3-4, and 3-5 for detailed, thorough responses to these perceived inadequacies.

Response to Comment 3-3

The comment asserts that the conclusion to Question E in the Transportation and Circulation Section is conclusory and is not supported by evidence contained within the IS/MND and that Class I improvements along Richards would have potentially significant negative impacts on bicyclist safety transitioning from the Two Rivers Trail to Sunbeam. The comment also identifies a perceived error in the statement that the Project includes a Class IV bikeway on Richards between Sunbeam and 12th Street.

As the Project is consistent with the Sacramento Bicycle Master Plan and the 2035 General Plan, the indicated proposed design features were adopted by the Bicycle Master Plan in order to promote bicycle safety and to connect to an existing trail. As discussed in the Project Background of the IS/MND, the Project would close a gap in the region’s existing bicycle network and a discussion of Project alternatives evaluated for improvements to safety, accessibility, connectivity, cost effectiveness, and operational impacts is available in the *North 12th Street Complete Street Project Concept Report* (City of Sacramento, 2015b). The discussion in Question E in the Transportation and Circulation Section has been revised as shown below:

The proposed Project would improve accommodation of bicyclists by the addition of a two-way Class IV bikeway on North 12th Street, and Sunbeam Avenue, and a Class I bikeway along Richard Boulevard, by closing a gap in the bicycle network and improving safe operation of bicycles along this busy roadway through providing bicycle/pedestrian facilities separated from vehicle traffic.

Option 1A would provide a wider bicycle/pedestrian shared sidewalk along Richards Boulevard, so would not provide the additional safety of a buffered bicycle/pedestrian path, but would improve upon the existing connection to the Two Rivers Trail and would maintain the current travel patterns. The improved bicycle facilities would provide better access for bicyclists and would provide community members with a safe, reliable, and continuous bicycle route, as demonstrated in the Sacramento Bicycle Master Plan (City of Sacramento, 2016), which indicates a preference for providing facilities with horizontal and/or vertical separation between bicyclists and vehicular traffic on roadways with traffic volumes exceeding 12,000 cars per day. Therefore, **a less-than-significant** impact to bicycle facilities would result from development of the proposed Project.

Response to Comment 3-4

The comment indicates that there is conflicting information in the IS/MND with respect to the Hart property on page 7 and page 51.

Page 7 has been revised as follows:

The Project site is almost entirely within existing City-owned right-of-way (ROW) designated for North 12th Street, Richards Boulevard, and Sunbeam Avenue with the exception of limited areas of ROW acquisition that would be needed at the intersection with North B Street, and along Sunbeam Avenue for all project options; at the intersection of North 12th Street and Richards Boulevard for the main alternative; and for the potential Alternative Trail Connection to the Two Rivers Trail at the Sunbeam/Richards Blvd intersection for the Alternative Trail Connection to the Two Rivers Trail and Option 1A.

And page 51 (now page 52) has been revised as follows:

Partial acquisition is proposed for the south edge of the parcel under the main alternative only.

Response to Comment 3-5

The comment incorrectly states that the IS/MND says that the Alternative Trail Connection is to be further studied after the MND. The Alternative Trail Route is included in the IS/MND analysis, as shown in the figures and ROW discussions; there is no statement in the IS/MND indicating that the Alternative Trail Connection would be studied following the IS/MND adoption. The Alternative Trail Connection is an option and is being cleared as a part of the IS/MND. A decision on which option would be a best fit would occur once the MND is adopted and final design is underway. A clarifying statement has been added to the Project description as shown below on pages 12-13:

An alternate trail connection that is being considered as part of the Project is a connection to the Two Rivers Trail at the current western driveway access at 1441 Richards Boulevard (APN 001-0070-029-0000). ~~If deemed feasible selected,~~ this connection would replace the proposed connection alignment from Sunbeam Avenue to the existing Two Rivers Trail, which travels along the north side of Richards Blvd and the west side of North 12th Street. This new direct connection would include a Class I bike trail access ramp that would travel through the driveway access towards the American River levee. The trail would then travel west along the levee side slope for approximately 230 feet and connect to the existing Two Rivers Trail along the American River. This alternative would result in the same impacts, with a minor change to required ROW, as the main alternative and is included in the analysis of this IS/MND. This alternative would require minor ROW acquisition at the intersection of Sunbeam Avenue and Richards Boulevard for the installation of the signal pole, but no additional acquisition along Richards Boulevard.

The concepts suggested for the Alternative Trail Connection have been noted and will be conveyed to the City Council for its consideration.

Response to Comment 3-6

The comment incorrectly states the IS/MND is “piecemealing” the Project. As stated in Response to Comment 3-5, all options, including the Alternative Trail Connection, are included in the IS/MND analyses.

Response to Comment 3-7

This comment summarizes the items previously addressed in the letter. Please refer to Responses to Comments 3-3, 3-4, and 3-5 for detailed, thorough responses to these issues of concern. The concepts suggested for the Alternative Trail Connection has been noted and will be conveyed to the City Council for its consideration.



Central Valley Regional Water Quality Control Board

13 February 2018

Scott Johnson
City of Sacramento
300 Richards Boulevard, Third Floor
Sacramento, CA 95811

CERTIFIED MAIL
91 7199 9991 7035 8419 4225

COMMENTS TO REQUEST FOR REVIEW FOR THE MITIGATED NEGATIVE DECLARATION, NORTH 12TH COMPLETE STREET PROJECT, SCH# 2018012029, SACRAMENTO COUNTY

Pursuant to the State Clearinghouse's 22 January 2018 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the Request for Review for the Mitigated Negative Declaration for the North 12th Complete Street Project, located in Sacramento County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases,

1

the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues.

For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:
http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/.

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Policy is available on page IV-15.01 at:
http://www.waterboards.ca.gov/centralvalleywater_issues/basin_plans/sacsjr.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan



1
cont.

(SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits¹

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

For more information on the Caltrans Phase I MS4 Permit, visit the State Water Resources Control Board at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/caltrans.shtml.

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the

¹ Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.



1
cont.

United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACOE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance (i.e., discharge of dredge or fill material) of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

Waste Discharge Requirements (WDRs)

Discharges to Waters of the State

If USACOE determines that only non-jurisdictional waters of the State (i.e., “non-federal” waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

Land Disposal of Dredge Material

If the project will involve dredging, Water Quality Certification for the dredging activity and Waste Discharge Requirements for the land disposal may be needed.

Local Agency Oversight

Pursuant to the State Water Board’s Onsite Wastewater Treatment Systems Policy (OWTS Policy), the regulation of septic tank and leach field systems may be regulated under the local agency’s management program in lieu of WDRs. A county environmental health department may permit septic tank and leach field systems designed for less than 10,000 gpd. For more information on septic system regulations, visit the Central Valley Water Board’s website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/owts/sb_owts_policy.pdf

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.



1
 cont.

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Risk General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Risk Waiver) R5-2013-0145. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Risk General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Risk Waiver and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2013-0145_res.pdf

Regulatory Compliance for Commercially Irrigated Agriculture

If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program. There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at: http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/app_approval/index.shtml; or contact water board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.

2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100.** Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently \$1,084 + \$6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the



1
cont.

Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov.

Low or Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf

NPDES Permit

If the proposed project discharges waste that could affect the quality of the waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit.

For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/help/business_help/permit3.shtml



1
cont.

Comment Letter CVRWQCB

North 12th Complete Street Project
Sacramento County

- 7 -

13 February 2018

If you have questions regarding these comments, please contact me at (916) 464-4644 or Stephanie.Tadlock@waterboards.ca.gov.



Stephanie Tadlock
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento

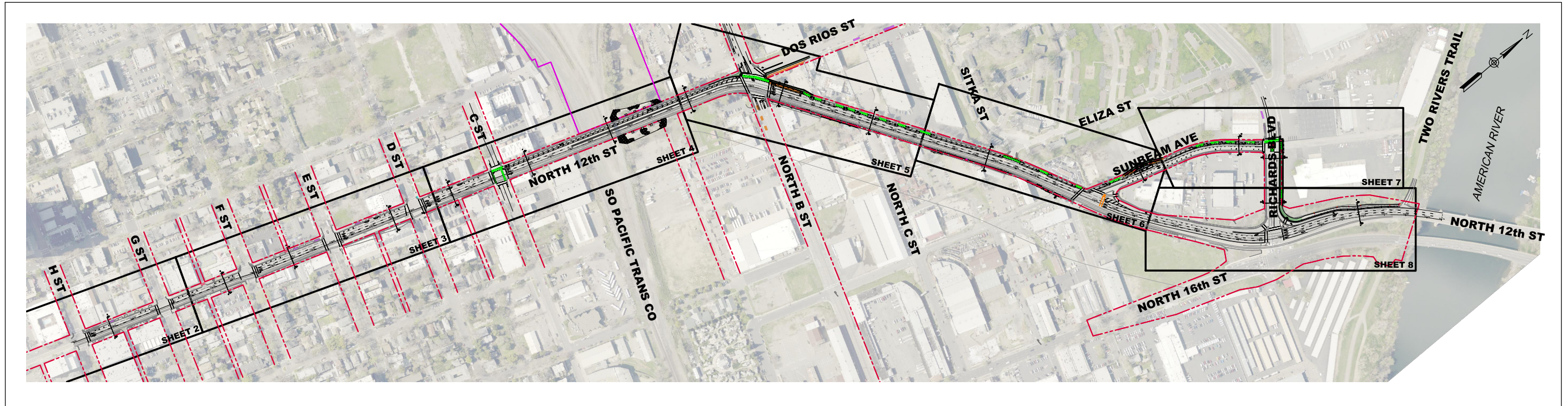
Letter 4: Stephanie Tadlock, Central Valley Regional Water Quality Control Board, February 13, 2018

Response to Comment 4-1

The comment describes applicable Water Board plans and considerations that the proposed Project must comply with including the applicable Basin Plan and the State Water Board Antidegradation Policy. The comment identifies potential types of permits that could be required from the Central Valley Regional Water Quality Control Board (CVRWQCB). Such permits could include a Construction Storm Water General Permit, Phase I and II Municipal Separate Storm Sewer System (MS4) Permits, an Industrial Storm Water General Permit, a Clean Water Act Section 404 Permit, a Clean Water Act Section 401 Permit, a Waste Discharge Requirement (WDR) permit, a dewatering permit, a permit for commercially irrigated agriculture, a Low or Limited Threat General NPDES Permit, or meeting Waste Discharge Requirements. Water quality permit requirements are detailed in the Hydrology and Water Quality Section of the IS/MND. As described in the Hydrology and Water Quality Section, the proposed Project would be required to comply with both state and local regulations designed to reduce or eliminate construction-related water quality effects.

Appendix A

Project Layout



BEFORE



AFTER



BEFORE

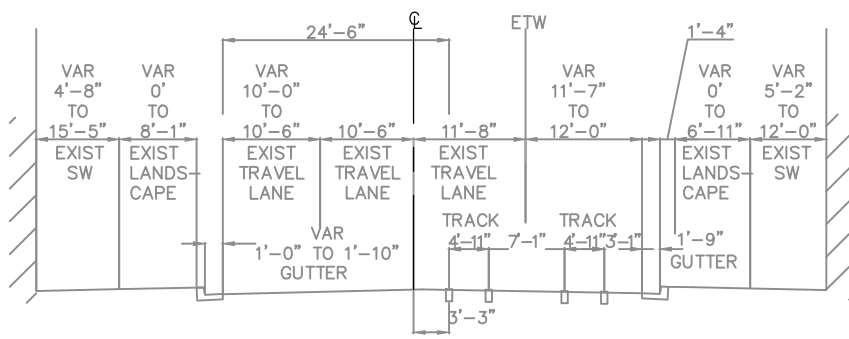
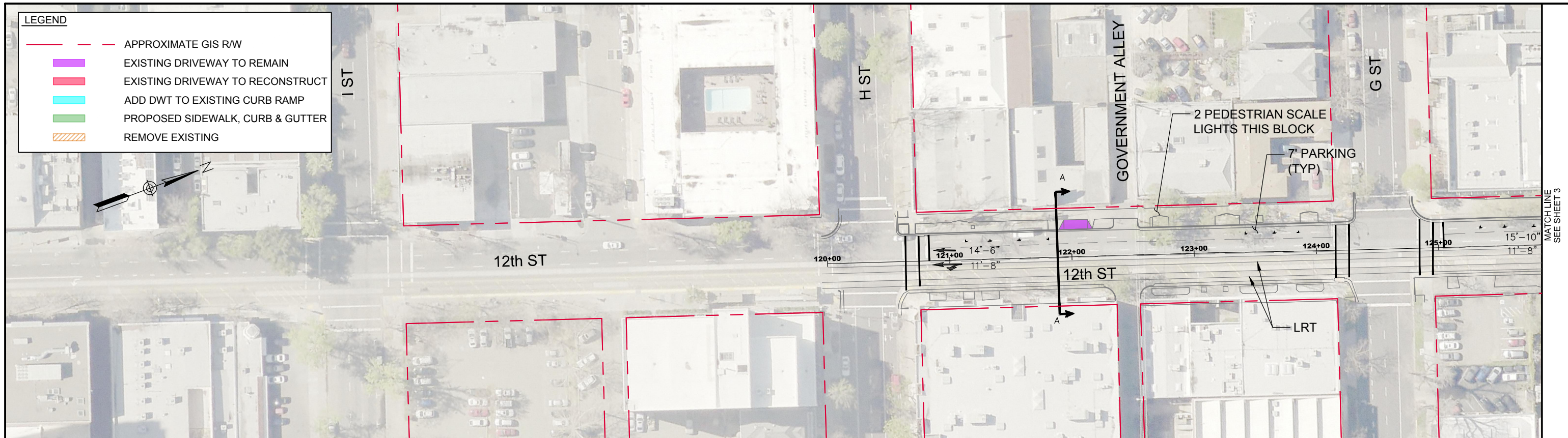


AFTER

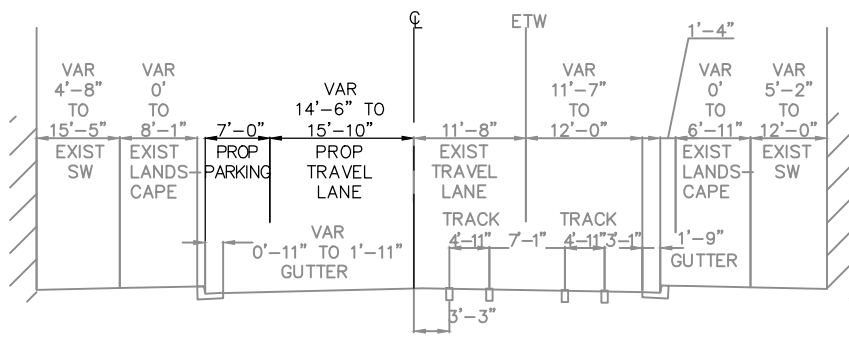
NORTH 12th STREET COMPLETE STREET PROJECT

NO SCALE
MARCH 2018

- LEGEND**
- APPROXIMATE GIS R/W
 - █ EXISTING DRIVEWAY TO REMAIN
 - █ EXISTING DRIVEWAY TO RECONSTRUCT
 - █ ADD DWT TO EXISTING CURB RAMP
 - █ PROPOSED SIDEWALK, CURB & GUTTER
 - ▨ REMOVE EXISTING

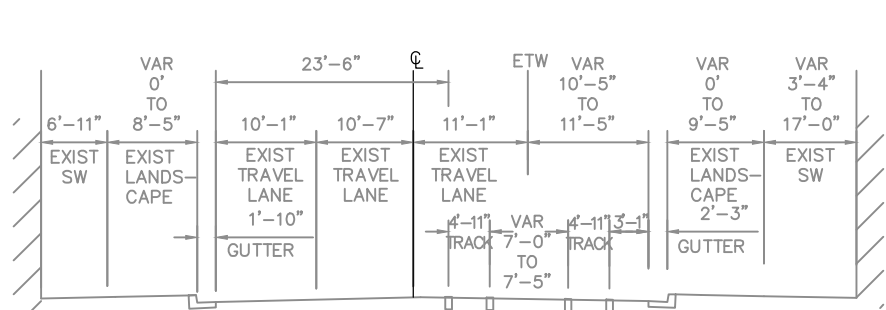
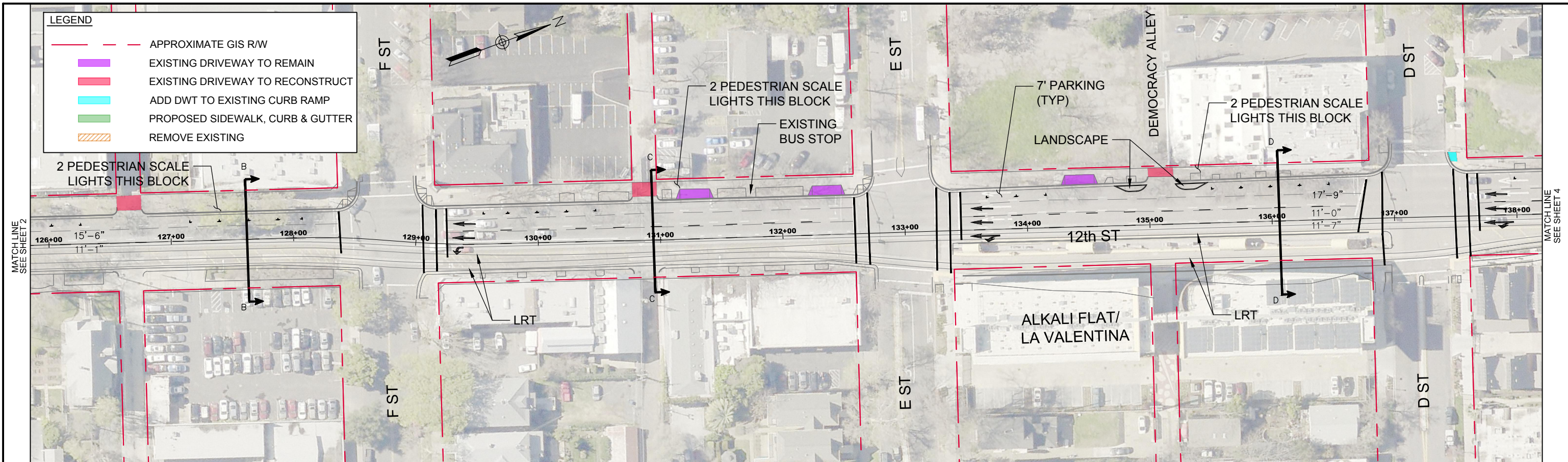


EXISTING SECTION A-A

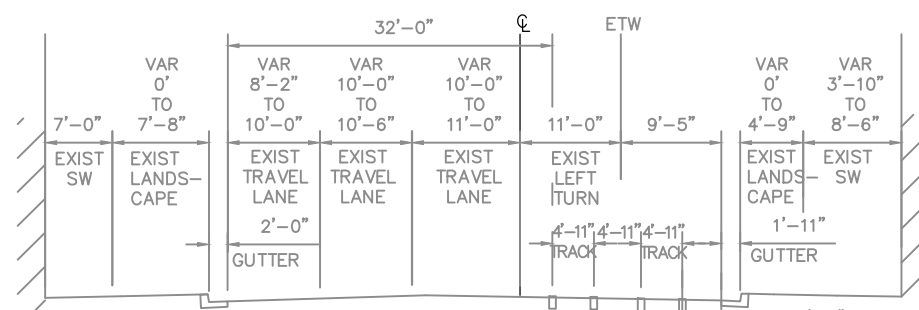


PROPOSED SECTION A-A

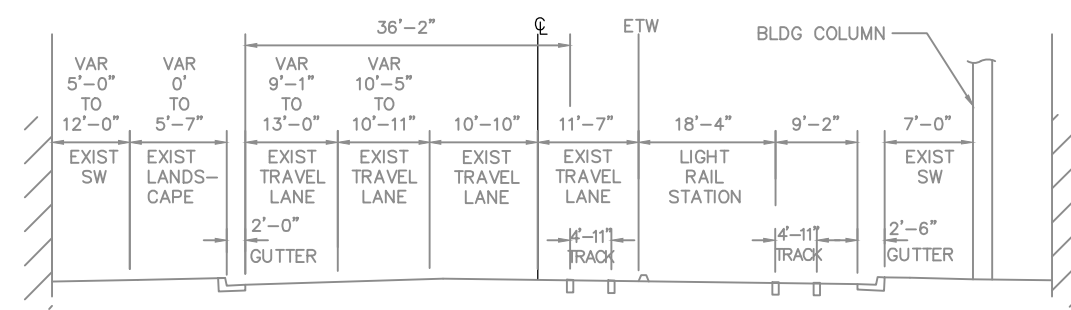
NORTH 12th STREET COMPLETE STREET PROJECT



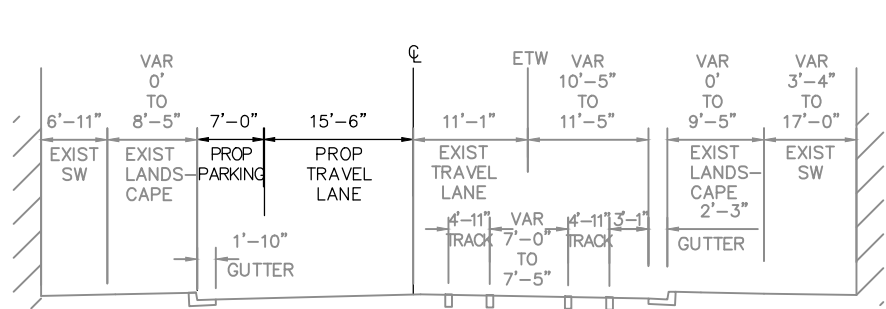
EXISTING SECTION B-B



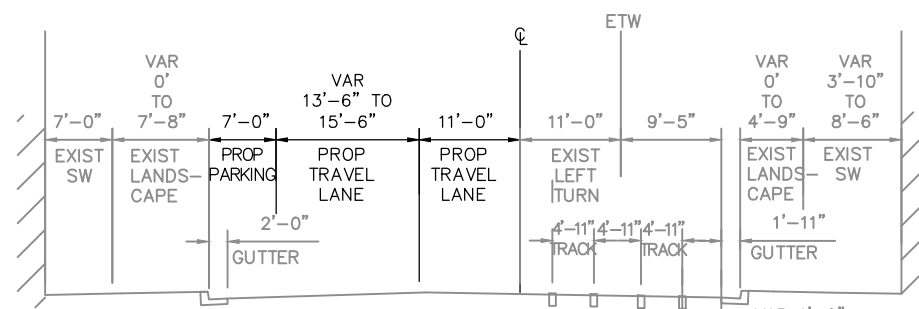
EXISTING SECTION C-C



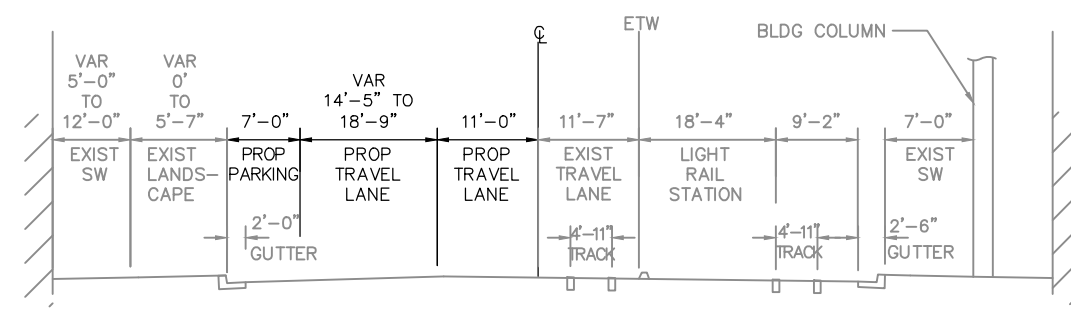
EXISTING SECTION D-D



PROPOSED SECTION B-B

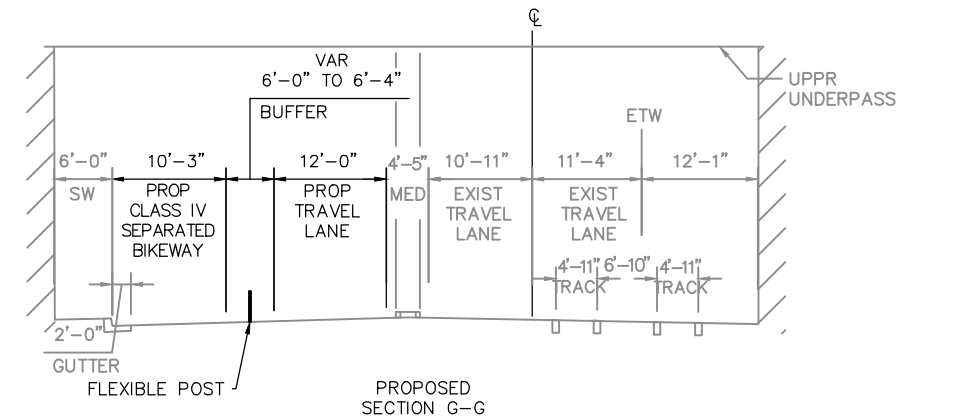
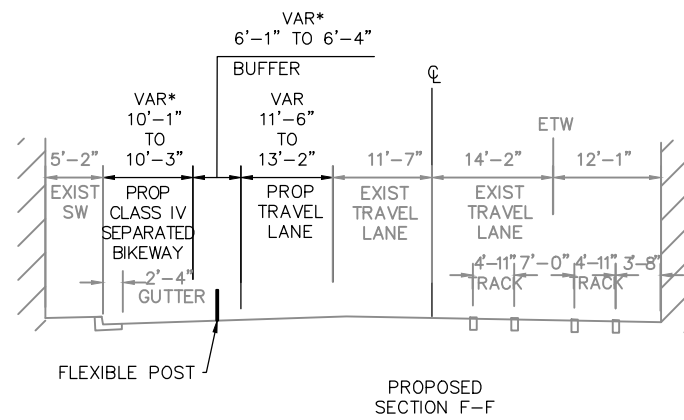
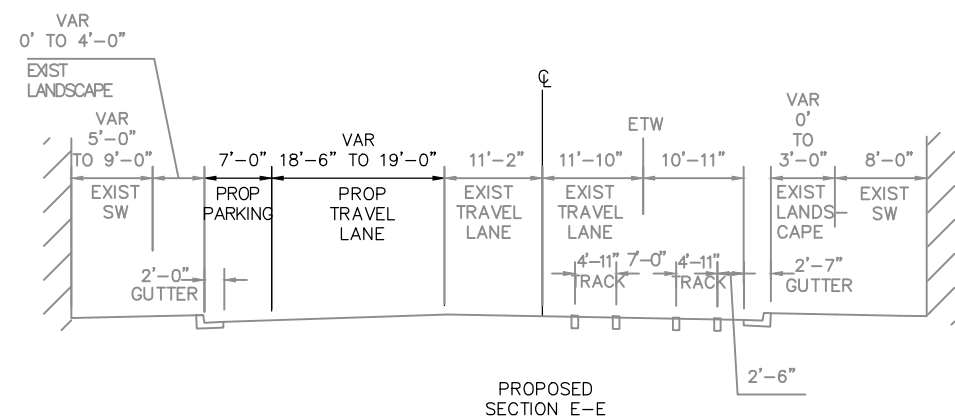
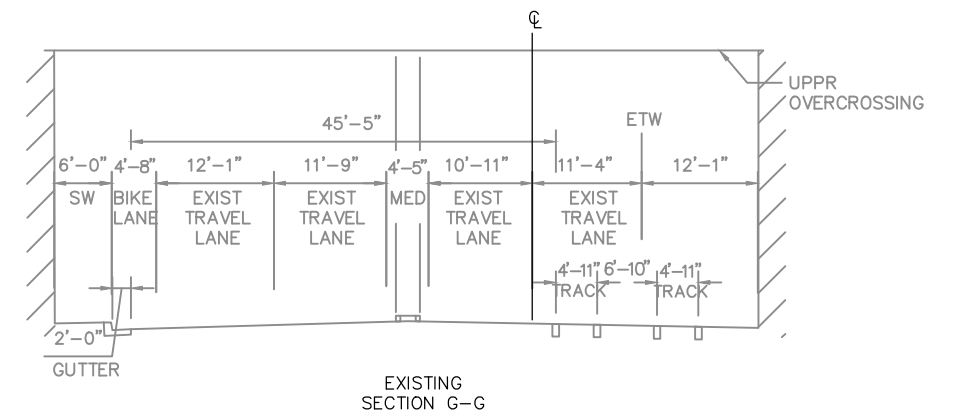
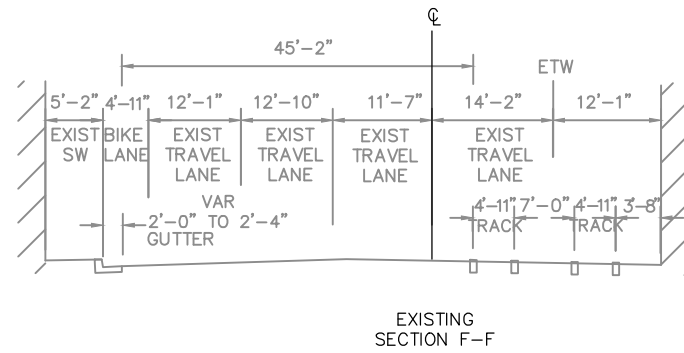
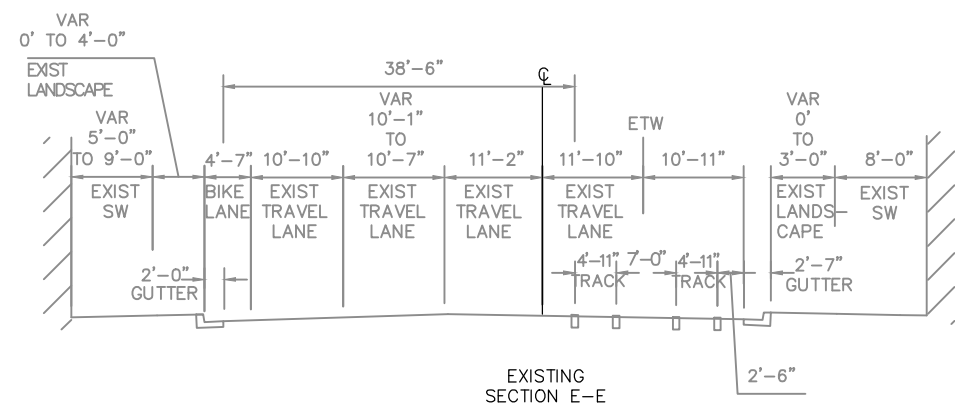
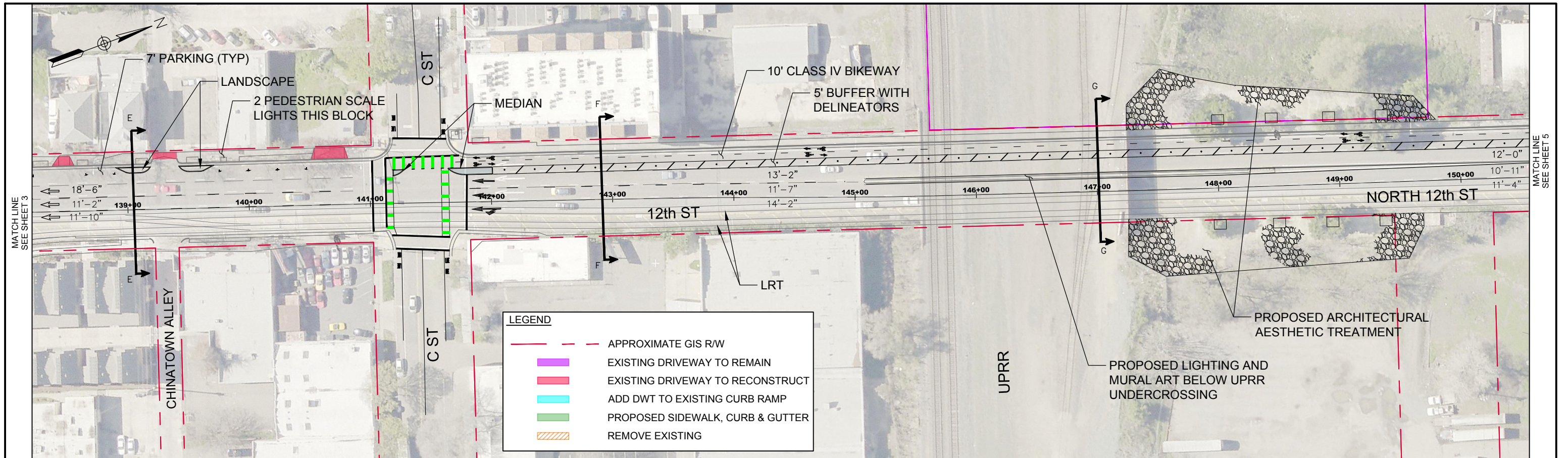


PROPOSED SECTION C-C



PROPOSED SECTION D-D

NORTH 12th STREET COMPLETE STREET PROJECT

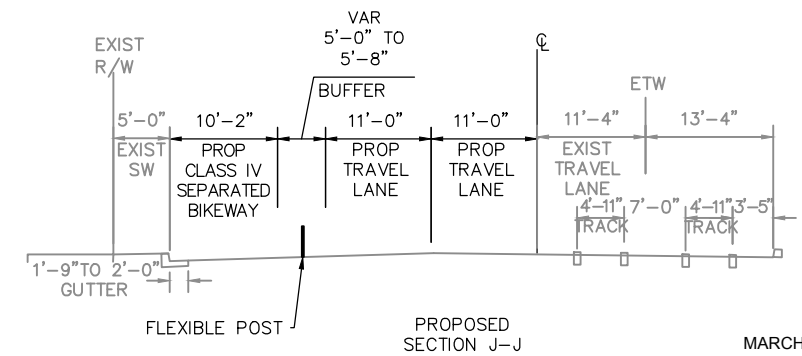
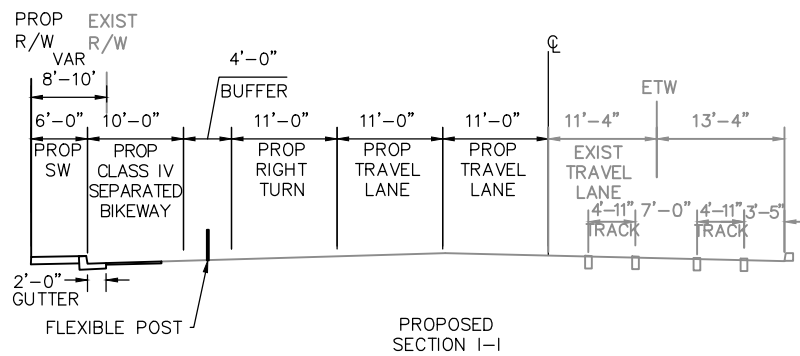
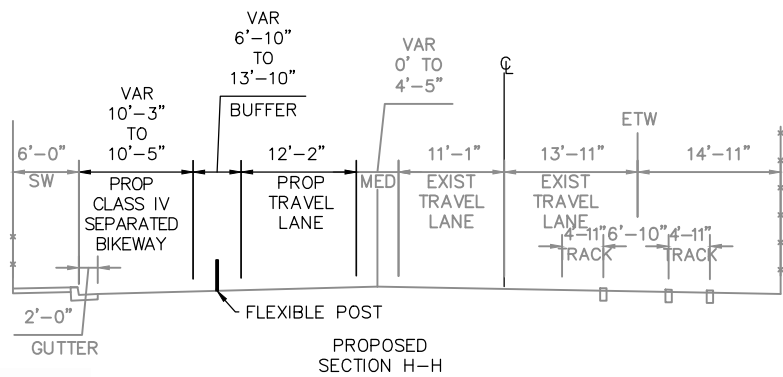
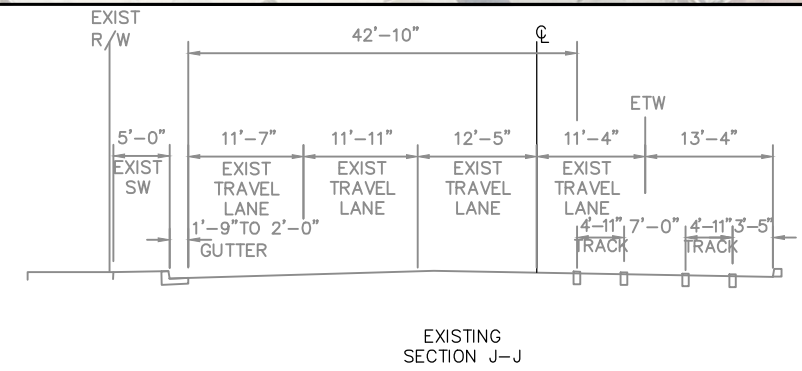
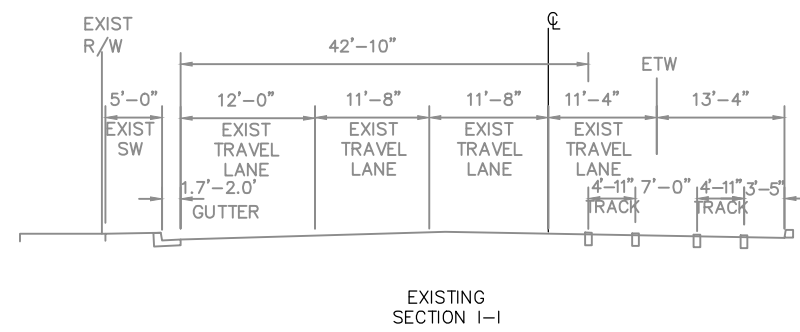
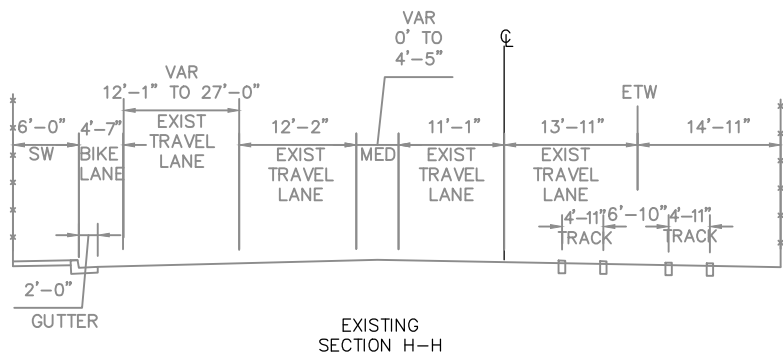
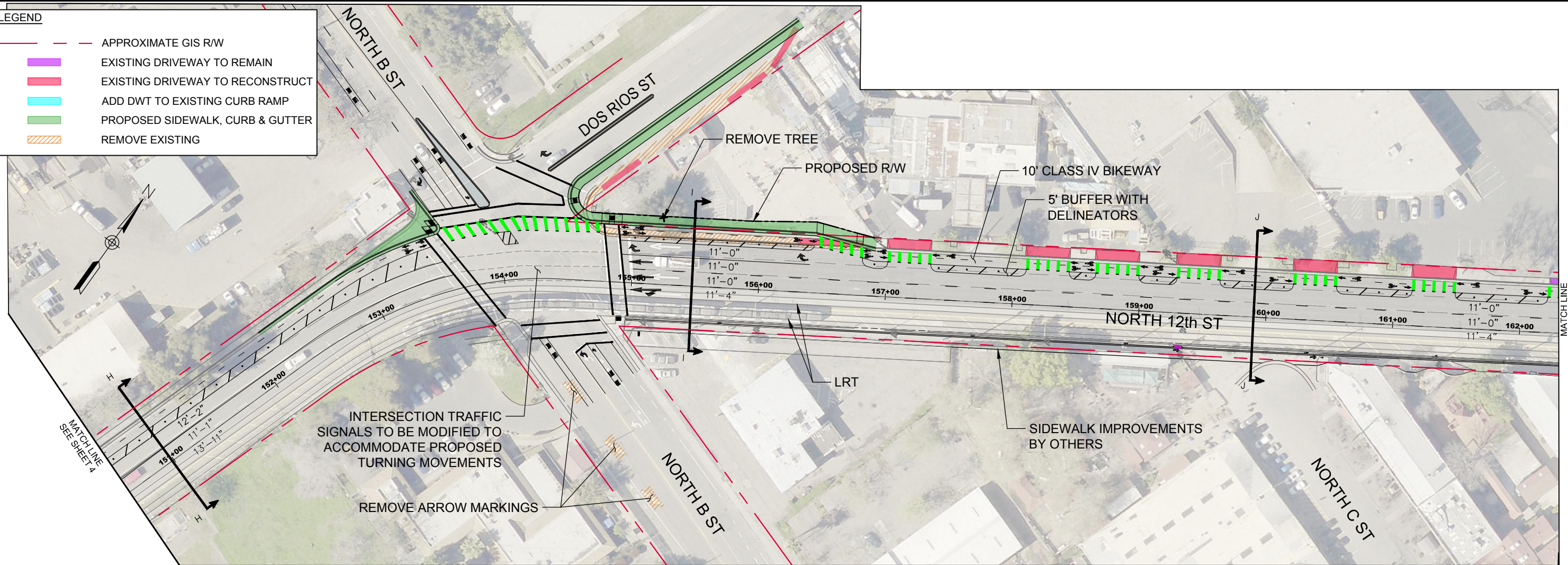


* VARYING WIDTH IS CAUSED BY EXISTING VARYING GUTTER PAN WIDTH WHILE MAINTAINING A MINIMUM 3' AC PAVEMENT WIDTH FROM LIP OF GUTTER FOR BICYCLE USE.

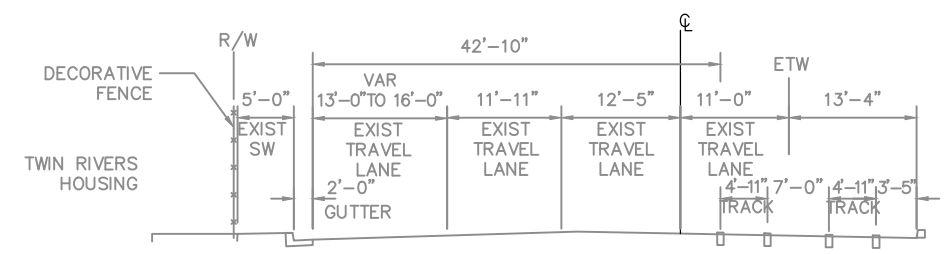
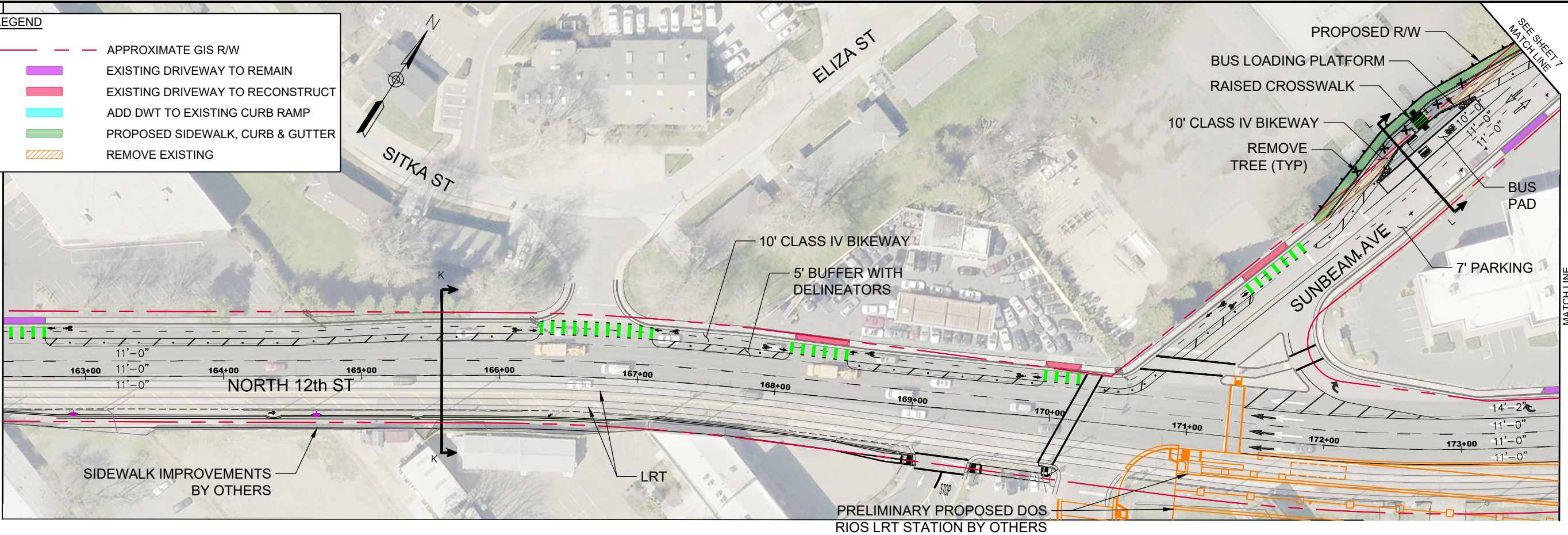
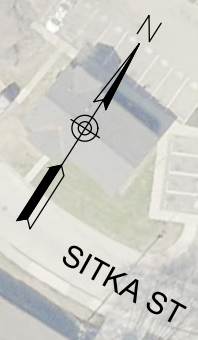
NORTH 12th STREET COMPLETE STREET PROJECT

LEGEND

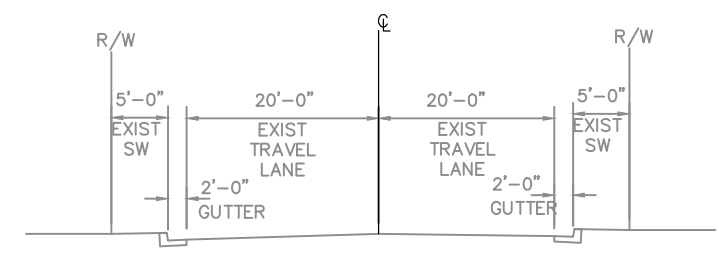
- APPROXIMATE GIS R/W
- █ EXISTING DRIVEWAY TO REMAIN
- █ EXISTING DRIVEWAY TO RECONSTRUCT
- █ ADD DWT TO EXISTING CURB RAMP
- █ PROPOSED SIDEWALK, CURB & GUTTER
- ▨ REMOVE EXISTING



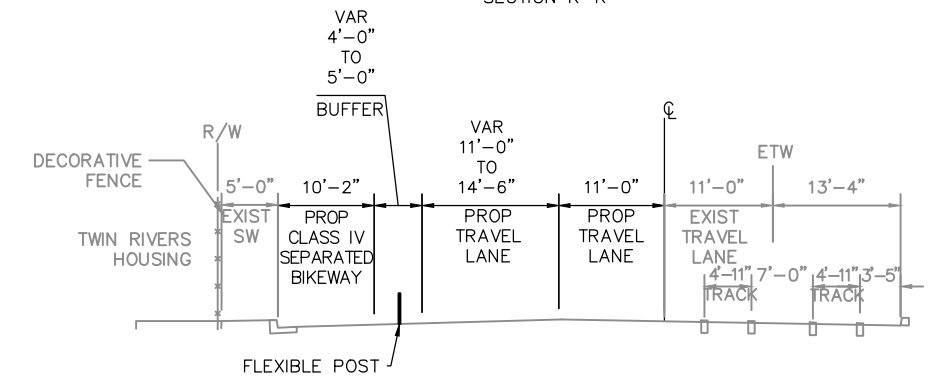
- LEGEND**
- APPROXIMATE GIS R/W
 - █ EXISTING DRIVEWAY TO REMAIN
 - █ EXISTING DRIVEWAY TO RECONSTRUCT
 - █ ADD DWT TO EXISTING CURB RAMP
 - █ PROPOSED SIDEWALK, CURB & GUTTER
 - ▨ REMOVE EXISTING



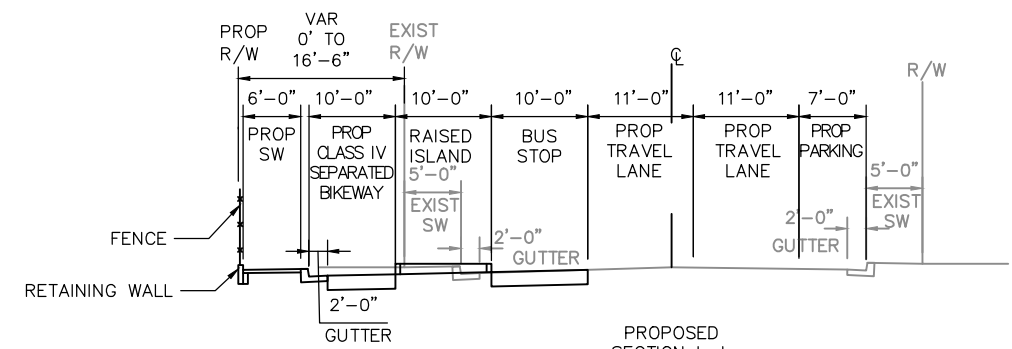
EXISTING SECTION K-K



EXISTING SECTION L-L

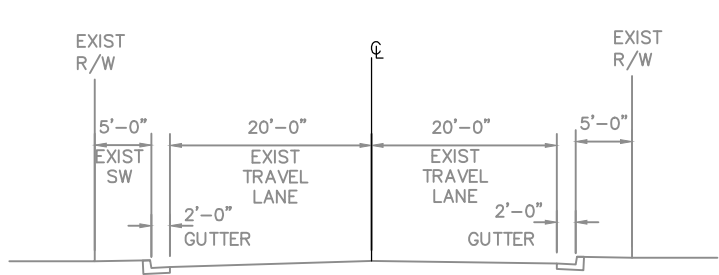
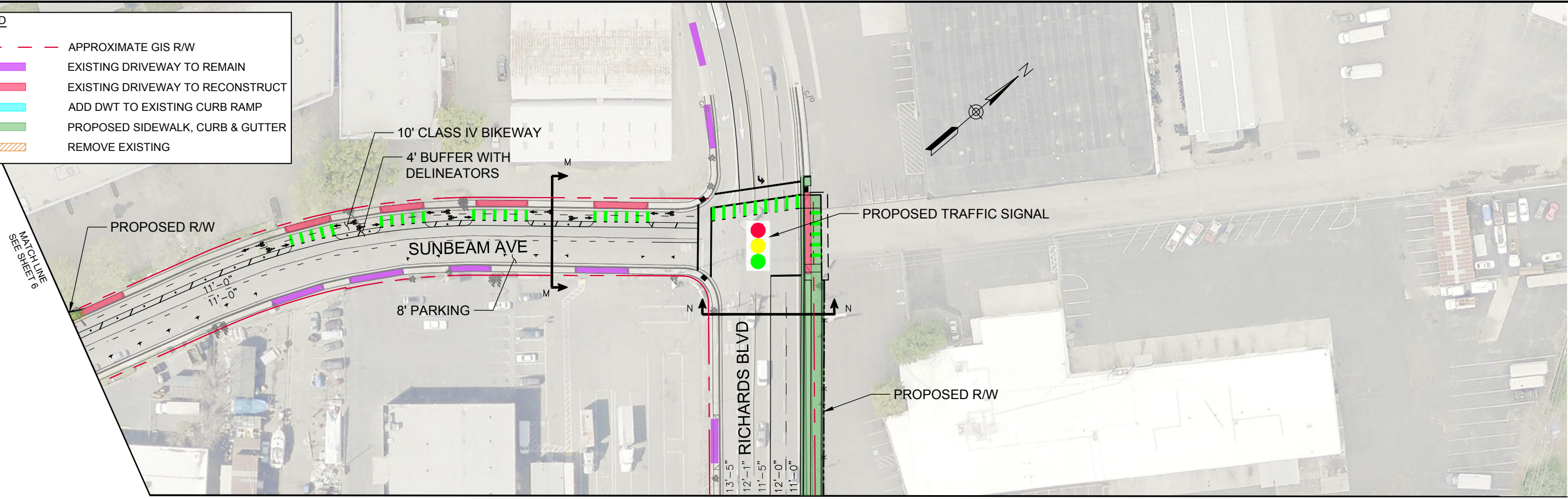


PROPOSED SECTION K-K

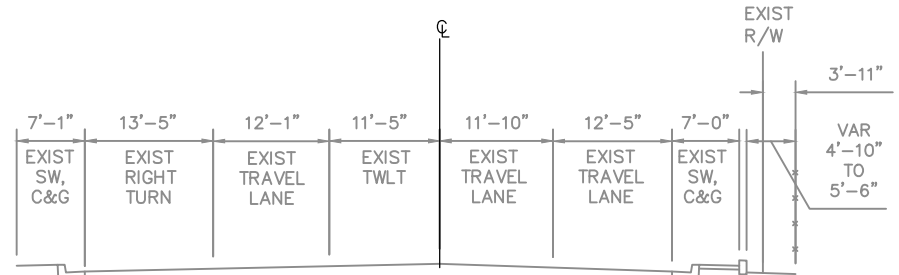


PROPOSED SECTION L-L

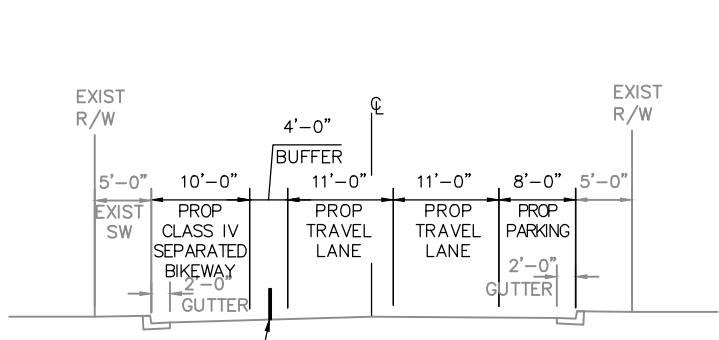
- LEGEND**
- APPROXIMATE GIS R/W
 - █ EXISTING DRIVEWAY TO REMAIN
 - █ EXISTING DRIVEWAY TO RECONSTRUCT
 - █ ADD DWT TO EXISTING CURB RAMP
 - █ PROPOSED SIDEWALK, CURB & GUTTER
 - ▨ REMOVE EXISTING



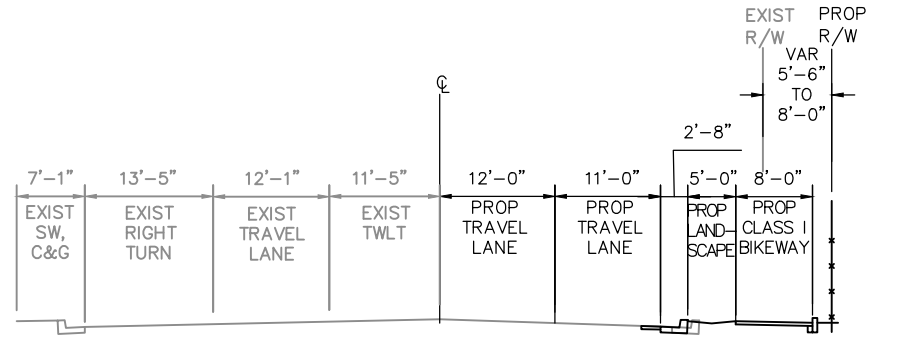
EXISTING SECTION M-M



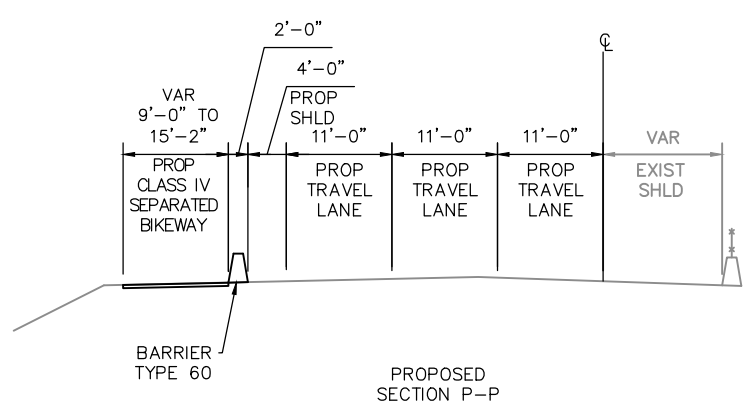
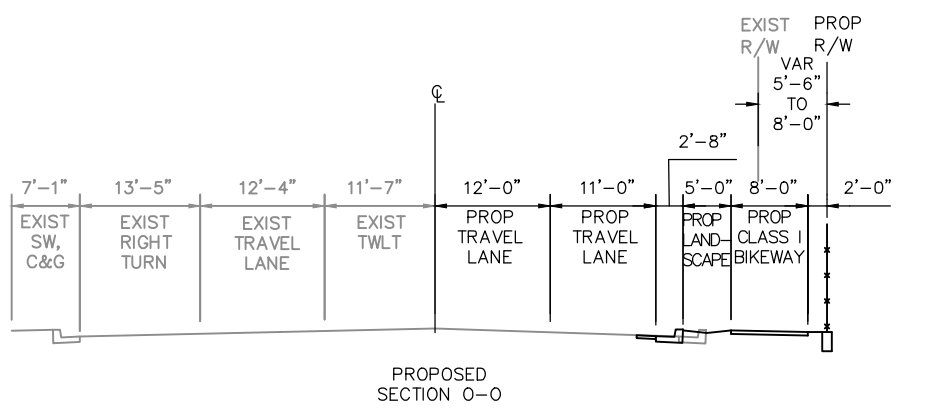
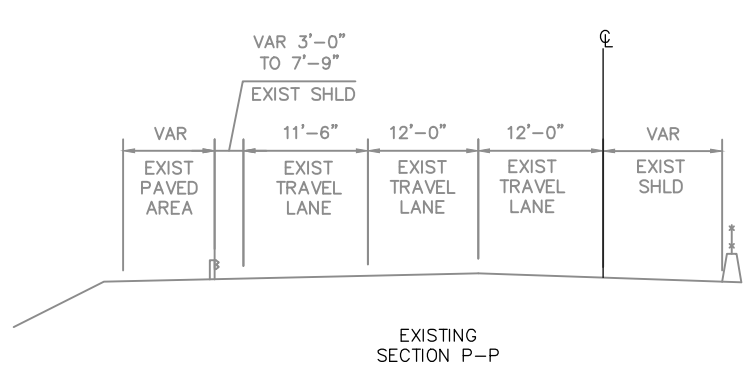
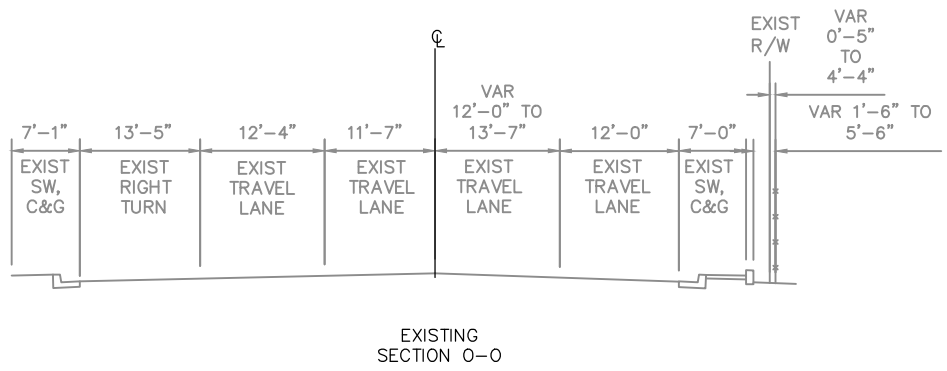
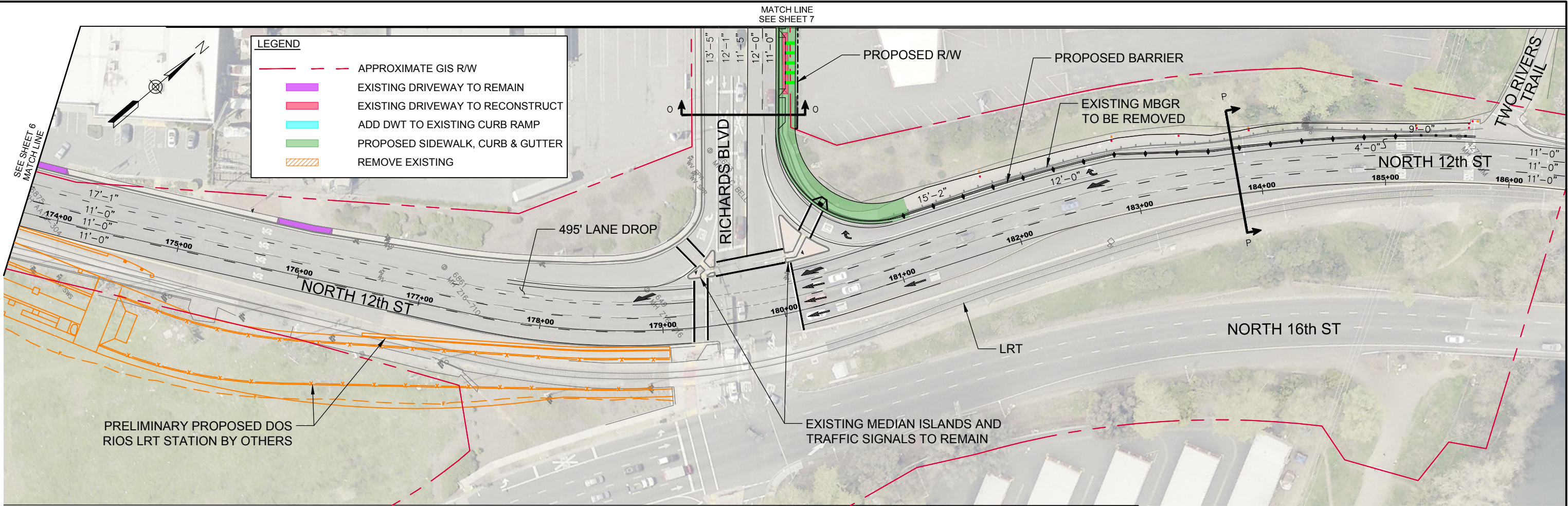
EXISTING SECTION N-N



PROPOSED SECTION M-M



PROPOSED SECTION N-N



Appendix B

Construction Emissions

North 12th Complete Streets - Construction Emission Only - Sacramento Metropolitan AQMD Air District, Summer

North 12th Complete Streets - Construction Emission Only
Sacramento Metropolitan AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	216.24	1000sqft	4.96	216,240.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.5	Precipitation Freq (Days)	58
Climate Zone	6			Operational Year	2021
Utility Company	Sacramento Municipal Utility District				
CO2 Intensity (lb/MW hr)	590.31	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Assumed construction phasing

Off-road Equipment -

Off-road Equipment - Assumed construction equipment

Trips and VMT - Anticipating approximately 275 round trips of trucks bringing equipment/material to and from the job site.

North 12th Complete Streets - Construction Emission Only - Sacramento Metropolitan AQMD Air District, Summer

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	18.00	237.00
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.37	0.37
tblOffRoadEquipment	LoadFactor	0.37	0.37
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Skid Steer Loaders
tblOffRoadEquipment	OffRoadEquipmentType		Tractors/Loaders/Backhoes
tblOffRoadEquipment	OffRoadEquipmentType		Cement and Mortar Mixers
tblOffRoadEquipment	OffRoadEquipmentType		Plate Compactors
tblOffRoadEquipment	OffRoadEquipmentType		Rollers
tblOffRoadEquipment	OffRoadEquipmentType		Concrete/Industrial Saws
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblProjectCharacteristics	OperationalYear	2018	2021
tblTripsAndVMT	HaulingTripNumber	0.00	275.00
tblTripsAndVMT	WorkerTripNumber	25.00	18.00

2.0 Emissions Summary

North 12th Complete Streets - Construction Emission Only - Sacramento Metropolitan AQMD Air District, Summer

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0951	2.0000e-004	0.0222	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0473	0.0473	1.3000e-004		0.0505
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0951	2.0000e-004	0.0222	0.0000	0.0000	8.0000e-005	8.0000e-005	0.0000	8.0000e-005	8.0000e-005		0.0473	0.0473	1.3000e-004	0.0000	0.0505

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0951	2.0000e-004	0.0222	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0473	0.0473	1.3000e-004		0.0505
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0951	2.0000e-004	0.0222	0.0000	0.0000	8.0000e-005	8.0000e-005	0.0000	8.0000e-005	8.0000e-005		0.0473	0.0473	1.3000e-004	0.0000	0.0505

North 12th Complete Streets - Construction Emission Only - Sacramento Metropolitan AQMD Air District, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Paving	Paving	2/4/2019	12/31/2019	5	237	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 4.96

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Paving	Excavators	1	8.00	158	0.38
Paving	Pavers	1	8.00	130	0.42
Paving	Skid Steer Loaders	1	8.00	65	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Plate Compactors	1	8.00	8	0.43
Paving	Rollers	1	8.00	80	0.38
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Concrete/Industrial Saws	1	8.00	81	0.73

North 12th Complete Streets - Construction Emission Only - Sacramento Metropolitan AQMD Air District, Summer

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Paving	10	18.00	0.00	275.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9698	19.0751	19.7485	0.0312		1.0568	1.0568		0.9926	0.9926		3,028.3015	3,028.3015	0.7943		3,048.1579
Paving	0.0548					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.0246	19.0751	19.7485	0.0312		1.0568	1.0568		0.9926	0.9926		3,028.3015	3,028.3015	0.7943		3,048.1579

North 12th Complete Streets - Construction Emission Only - Sacramento Metropolitan AQMD Air District, Summer

3.2 Paving - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0101	0.3477	0.0856	9.3000e-004	0.0202	1.5000e-003	0.0217	5.5300e-003	1.4300e-003	6.9600e-003		99.5230	99.5230	5.7700e-003		99.6673
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0843	0.0463	0.6499	1.4800e-003	0.1369	9.8000e-004	0.1379	0.0363	9.0000e-004	0.0372		147.3555	147.3555	4.6400e-003		147.4714
Total	0.0945	0.3940	0.7355	2.4100e-003	0.1571	2.4800e-003	0.1596	0.0419	2.3300e-003	0.0442		246.8785	246.8785	0.0104		247.1387

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9698	19.0751	19.7485	0.0312		1.0568	1.0568		0.9926	0.9926	0.0000	3,028.3015	3,028.3015	0.7943		3,048.1579
Paving	0.0548					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.0246	19.0751	19.7485	0.0312		1.0568	1.0568		0.9926	0.9926	0.0000	3,028.3015	3,028.3015	0.7943		3,048.1579

North 12th Complete Streets - Construction Emission Only - Sacramento Metropolitan AQMD Air District, Summer

3.2 Paving - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0101	0.3477	0.0856	9.3000e-004	0.0202	1.5000e-003	0.0217	5.5300e-003	1.4300e-003	6.9600e-003		99.5230	99.5230	5.7700e-003		99.6673
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0843	0.0463	0.6499	1.4800e-003	0.1369	9.8000e-004	0.1379	0.0363	9.0000e-004	0.0372		147.3555	147.3555	4.6400e-003		147.4714
Total	0.0945	0.3940	0.7355	2.4100e-003	0.1571	2.4800e-003	0.1596	0.0419	2.3300e-003	0.0442		246.8785	246.8785	0.0104		247.1387

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

North 12th Complete Streets - Construction Emission Only - Sacramento Metropolitan AQMD Air District, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Asphalt Surfaces	10.00	5.00	6.50	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.555851	0.039752	0.205040	0.120748	0.020349	0.005402	0.018507	0.022668	0.002052	0.002157	0.005939	0.000618	0.000915

5.0 Energy Detail

Historical Energy Use: N

North 12th Complete Streets - Construction Emission Only - Sacramento Metropolitan AQMD Air District, Summer

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	

North 12th Complete Streets - Construction Emission Only - Sacramento Metropolitan AQMD Air District, Summer

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0951	2.0000e-004	0.0222	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0473	0.0473	1.3000e-004		0.0505
Unmitigated	0.0951	2.0000e-004	0.0222	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0473	0.0473	1.3000e-004		0.0505

North 12th Complete Streets - Construction Emission Only - Sacramento Metropolitan AQMD Air District, Summer

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0165					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0766					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.0700e-003	2.0000e-004	0.0222	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0473	0.0473	1.3000e-004		0.0505
Total	0.0951	2.0000e-004	0.0222	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0473	0.0473	1.3000e-004		0.0505

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0165					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0766					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.0700e-003	2.0000e-004	0.0222	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0473	0.0473	1.3000e-004		0.0505
Total	0.0951	2.0000e-004	0.0222	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0473	0.0473	1.3000e-004		0.0505

7.0 Water Detail

North 12th Complete Streets - Construction Emission Only - Sacramento Metropolitan AQMD Air District, Summer

7.1 Mitigation Measures Water**8.0 Waste Detail**

8.1 Mitigation Measures Waste**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

Road Construction Emissions Model, Version 8.1.0

Daily Emission Estimates for -> North 12th Complete Streets														
Project Phases (Pounds)	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)	SOx (lbs/day)	CO2 (lbs/day)	CH4 (lbs/day)	N2O (lbs/day)	CO2e (lbs/day)
Grubbing/Land Clearing	1.43	11.53	14.93	2.71	0.66	2.05	1.02	0.59	0.43	0.02	2,320.83	0.60	0.02	2,342.58
Grading/Excavation	7.24	56.64	77.31	5.84	3.79	2.05	3.87	3.44	0.43	0.10	9,933.59	2.86	0.09	10,032.80
Drainage/Utilities/Sub-Grade	4.33	35.35	41.25	4.31	2.26	2.05	2.52	2.09	0.43	0.06	5,837.13	1.22	0.05	5,883.43
Paving	1.98	19.01	18.50	1.14	1.14	0.00	1.03	1.03	0.00	0.03	2,983.25	0.76	0.03	3,011.04
Maximum (pounds/day)	7.24	56.64	77.31	5.84	3.79	2.05	3.87	3.44	0.43	0.10	9,933.59	2.86	0.09	10,032.80
Total (tons/construction project)	0.53	4.29	5.46	0.47	0.28	0.19	0.30	0.26	0.04	0.01	736.56	0.19	0.01	743.41

Notes:
 Project Start Year -> 2019
 Project Length (months) -> 10
 Total Project Area (acres) -> 23
 Maximum Area Disturbed/Day (acres) -> 0
 Water Truck Used? -> No

Phase	Total Material Imported/Exported Volume (yd ³ /day)		Daily VMT (miles/day)			
	Soil	Asphalt	Soil Hauling	Asphalt Hauling	Worker Commute	Water Truck
Grubbing/Land Clearing	0	0	0	0	360	0
Grading/Excavation	0	0	0	0	960	0
Drainage/Utilities/Sub-Grade	0	0	0	0	720	0
Paving	0	0	0	0	560	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 G and H. Total PM2.5 emissions shown in Column I are the sum of exhaust and fugitive dust emissions shown in columns J and K.
 CO2e emissions are estimated by multiplying mass emissions for each GHG by its global warming potential (GWP), 1, 25 and 298 for CO2, CH4 and N2O, respectively. Total CO2e is then estimated by summing CO2e estimates over all GHGs.

Total Emission Estimates by Phase for -> North 12th Complete Streets														
Project Phases (Tons for all except CO2e. Metric tonnes for CO2e)	ROG (tons/phase)	CO (tons/phase)	NOx (tons/phase)	Total PM10 (tons/phase)	Exhaust PM10 (tons/phase)	Fugitive Dust PM10 (tons/phase)	Total PM2.5 (tons/phase)	Exhaust PM2.5 (tons/phase)	Fugitive Dust PM2.5 (tons/phase)	SOx (tons/phase)	CO2 (tons/phase)	CH4 (tons/phase)	N2O (tons/phase)	CO2e (MT/phase)
Grubbing/Land Clearing	0.02	0.13	0.16	0.03	0.01	0.02	0.01	0.01	0.00	0.00	25.53	0.01	0.00	23.38
Grading/Excavation	0.32	2.49	3.40	0.26	0.17	0.09	0.17	0.15	0.02	0.00	437.08	0.13	0.00	400.47
Drainage/Utilities/Sub-Grade	0.17	1.36	1.59	0.17	0.09	0.08	0.10	0.08	0.02	0.00	224.73	0.05	0.00	205.49
Paving	0.03	0.31	0.31	0.02	0.02	0.00	0.02	0.02	0.00	0.00	49.22	0.01	0.00	45.07
Maximum (tons/phase)	0.32	2.49	3.40	0.26	0.17	0.09	0.17	0.15	0.02	0.00	437.08	0.13	0.00	400.47
Total (tons/construction project)	0.53	4.29	5.46	0.47	0.28	0.19	0.30	0.26	0.04	0.01	736.56	0.19	0.01	674.41

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 G and H. Total PM2.5 emissions shown in Column I are the sum of exhaust and fugitive dust emissions shown in columns J and K.
 CO2e emissions are estimated by multiplying mass emissions for each GHG by its global warming potential (GWP), 1, 25 and 298 for CO2, CH4 and N2O, respectively. Total CO2e is then estimated by summing CO2e estimates over all GHGs.
 The CO2e emissions are reported as metric tons per phase.

Appendix C

Agency Species Lists

CALIFORNIA DEPARTMENT OF
FISH and WILDLIFE *RareFind*

Query Summary:

Quad IS (Sacramento East (3812154) OR Sacramento West (3812155) OR Taylor Monument (3812165) OR Rio Linda (3812164) OR Citrus Heights (3812163) OR Carmichael (3812153) OR Clarksburg (3812145) OR Florin (3812144) OR Elk Grove (3812143))

CNDDB Element Query Results

Scientific Name	Common Name	Taxonomic Group	Element Code	Total Occs	Returned Occs	Federal Status	State Status	Global Rank	State Rank	CA Rare Plant Rank	Other Status	Habitats
Accipiter cooperii	Cooper's hawk	Birds	ABNKC12040	112	5	None	None	G5	S4	null	CDFW_WL-Watch List, IUCN_LC-Least Concern	Cismontane woodland, Riparian forest, Riparian woodland, Upper montane coniferous forest
Agelaius tricolor	tricolored blackbird	Birds	ABPBXB0020	951	49	None	Candidate Endangered	G2G3	S1S2	null	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_EN-Endangered, NABCI_RWL-Red Watch List, USFWS_BCC-Birds of Conservation Concern	Freshwater marsh, Marsh & swamp, Swamp, Wetland
Andrena subapasta	An andrenid bee	Insects	IIHYM35210	5	2	None	None	G1G2	S1S2	null	null	null
Aquila chrysaetos	golden eagle	Birds	ABNKC22010	312	1	None	None	G5	S3	null	BLM_S-Sensitive, CDF_S-Sensitive, CDFW_FP-Fully Protected, CDFW_WL-Watch List, IUCN_LC-Least Concern, USFWS_BCC-Birds of Conservation Concern	Broadleaved upland forest, Cismontane woodland, Coastal prairie, Great Basin grassland, Great Basin scrub, Lower montane coniferous forest, Pinon & juniper woodlands, Upper montane coniferous forest, Valley & foothill grassland
Archoplites interruptus	Sacramento perch	Fish	AFCQB07010	5	1	None	None	G2G3	S1	null	AFS_TH-Threatened, CDFW_SSC-Species of Special Concern	Aquatic, Sacramento/San Joaquin flowing waters, Sacramento/San Joaquin standing waters
Ardea alba	great egret	Birds	ABNGA04040	40	7	None	None	G5	S4	null	CDF_S-Sensitive, IUCN_LC-Least Concern	Brackish marsh, Estuary, Freshwater marsh, Marsh & swamp, Riparian forest, Wetland
Ardea herodias	great blue heron	Birds	ABNGA04010	145	9	None	None	G5	S4	null	CDF_S-Sensitive, IUCN_LC-Least Concern	Brackish marsh, Estuary, Freshwater marsh, Marsh & swamp, Riparian forest, Wetland
Astragalus tener var. ferrisiae	Ferris' milk-vetch	Dicots	PDFAB0F8R3	18	1	None	None	G2T1	S1	1B.1	BLM_S-Sensitive	Meadow & seep, Valley & foothill grassland, Wetland
Athene cucularia	burrowing owl	Birds	ABNSB10010	1942	48	None	None	G4	S3	null	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_LC-Least	Coastal prairie, Coastal scrub, Great Basin grassland, Great Basin scrub,

												Concern, USFWS_BCC-Birds of Conservation Concern	Mojavean desert scrub, Sonoran desert scrub, Valley & foothill grassland
Branchinecta lynchi	vernal pool fairy shrimp	Crustaceans	ICBRA03030	756	57	Threatened	None	G3	S3	null	IUCN_VU-Vulnerable		Valley & foothill grassland, Vernal pool, Wetland
Branchinecta mesovallensis	midvalley fairy shrimp	Crustaceans	ICBRA03150	126	18	None	None	G2	S2S3	null	null		Vernal pool, Wetland
Buteo regalis	ferruginous hawk	Birds	ABNKC19120	107	3	None	None	G4	S3S4	null	CDFW_WL-Watch List, IUCN_LC-Least Concern, USFWS_BCC-Birds of Conservation Concern		Great Basin grassland, Great Basin scrub, Pinon & juniper woodlands, Valley & foothill grassland
Buteo swainsoni	Swainson's hawk	Birds	ABNKC19070	2431	197	None	Threatened	G5	S3	null	BLM_S-Sensitive, IUCN_LC-Least Concern, USFWS_BCC-Birds of Conservation Concern		Great Basin grassland, Riparian forest, Riparian woodland, Valley & foothill grassland
Carex comosa	bristly sedge	Monocots	PMCYP032Y0	29	1	None	None	G5	S2	2B.1	null		Coastal prairie, Freshwater marsh, Marsh & swamp, Valley & foothill grassland, Wetland
Cicindela hirticollis abrupta	Sacramento Valley tiger beetle	Insects	IICOL02106	6	1	None	None	G5TH	SH	null	null		Sand shore
Coccyzus americanus occidentalis	western yellow-billed cuckoo	Birds	ABNRB02022	155	2	Threatened	Endangered	G5T2T3	S1	null	BLM_S-Sensitive, NABCI_RWL-Red Watch List, USFS_S-Sensitive, USFWS_BCC-Birds of Conservation Concern		Riparian forest
Cuscuta obtusiflora var. glandulosa	Peruvian dodder	Dicots	PDCUS01111	6	1	None	None	G5T4T5	SH	2B.2	null		Marsh & swamp, Wetland
Desmocerus californicus dimorphus	valley elderberry longhorn beetle	Insects	IICOL48011	271	30	Threatened	None	G3T2	S2	null	null		Riparian scrub
Downingia pusilla	dwarf downingia	Dicots	PDCAM060C0	126	8	None	None	GU	S2	2B.2	null		Valley & foothill grassland, Vernal pool, Wetland
Dumontia oregonensis	hairy water flea	Crustaceans	ICBRA23010	2	1	None	None	G1G3	S1	null	null		Vernal pool
Egretta thula	snowy egret	Birds	ABNGA06030	18	1	None	None	G5	S4	null	IUCN_LC-Least Concern		Marsh & swamp, Meadow & seep, Riparian forest, Riparian woodland, Wetland
Elanus leucurus	white-tailed kite	Birds	ABNKC06010	164	23	None	None	G5	S3S4	null	BLM_S-Sensitive, CDFW_FP-Fully Protected, IUCN_LC-Least Concern		Cismontane woodland, Marsh & swamp, Riparian woodland, Valley & foothill grassland, Wetland
Elderberry Savanna	Elderberry Savanna	Riparian	CTT63440CA	4	3	None	None	G2	S2.1	null	null		Riparian scrub
Emys marmorata	western pond turtle	Reptiles	ARAAD02030	1249	9	None	None	G3G4	S3	null	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_VU-Vulnerable, USFS_S-Sensitive		Aquatic, Artificial flowing waters, Klamath/North coast flowing waters, Klamath/North coast standing waters, Marsh & swamp, Sacramento/San Joaquin flowing

Melospiza melodia	song sparrow ("Modesto" population)	Birds	ABPBXA3010	92	9	None	None	G5	S3?	null	CDFW_SSC-Species of Special Concern	null
Northern Claypan Vernal Pool	Northern Claypan Vernal Pool	Herbaceous	CTT44120CA	21	1	None	None	G1	S1.1	null	null	Vernal pool, Wetland
Northern Hardpan Vernal Pool	Northern Hardpan Vernal Pool	Herbaceous	CTT44110CA	126	21	None	None	G3	S3.1	null	null	Vernal pool, Wetland
Northern Volcanic Mud Flow Vernal Pool	Northern Volcanic Mud Flow Vernal Pool	Herbaceous	CTT44132CA	7	1	None	None	G1	S1.1	null	null	Vernal pool, Wetland
Nycticorax nycticorax	black-crowned night heron	Birds	ABNGA11010	27	4	None	None	G5	S4	null	IUCN_LC-Least Concern	Marsh & swamp, Riparian forest, Riparian woodland, Wetland
Oncorhynchus mykiss irideus	steelhead - Central Valley DPS	Fish	AFCHA0209K	31	6	Threatened	None	G5T2Q	S2	null	AFS_TH-Threatened	Aquatic, Sacramento/San Joaquin flowing waters
Oncorhynchus tshawytscha	chinook salmon - Central Valley spring-run ESU	Fish	AFCHA0205A	13	1	Threatened	Threatened	G5	S1	null	AFS_TH-Threatened	Aquatic, Sacramento/San Joaquin flowing waters
Oncorhynchus tshawytscha	chinook salmon - Sacramento River winter-run ESU	Fish	AFCHA0205B	2	1	Endangered	Endangered	G5	S1	null	AFS_EN-Endangered	Aquatic, Sacramento/San Joaquin flowing waters
Orcuttia tenuis	slender Orcutt grass	Monocots	PMPOA4G050	97	2	Threatened	Endangered	G2	S2	1B.1	SB_UCBBG-UC Berkeley Botanical Garden	Vernal pool, Wetland
Orcuttia viscida	Sacramento Orcutt grass	Monocots	PMPOA4G070	12	1	Endangered	Endangered	G1	S1	1B.1	null	Vernal pool, Wetland
Phalacrocorax auritus	double-crested cormorant	Birds	ABNFD01020	38	3	None	None	G5	S4	null	CDFW_WL-Watch List, IUCN_LC-Least Concern	Riparian forest, Riparian scrub, Riparian woodland
Pogonichthys macrolepidotus	Sacramento splittail	Fish	AFCJB34020	15	1	None	None	GNR	S3	null	AFS_VU-Vulnerable, CDFW_SSC-Species of Special Concern, IUCN_EN-Endangered	Aquatic, Estuary, Freshwater marsh, Sacramento/San Joaquin flowing waters
Progne subis	purple martin	Birds	ABPAU01010	68	10	None	None	G5	S3	null	CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern	Broadleaved upland forest, Lower montane coniferous forest
Riparia riparia	bank swallow	Birds	ABPAU08010	297	4	None	Threatened	G5	S2	null	BLM_S-Sensitive, IUCN_LC-Least Concern	Riparian scrub, Riparian woodland
Sagittaria sanfordii	Sanford's arrowhead	Monocots	PMALI040Q0	93	35	None	None	G3	S3	1B.2	BLM_S-Sensitive	Marsh & swamp, Wetland
Spea hammondi	western spadefoot	Amphibians	AAABF02020	454	2	None	None	G3	S3	null	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_NT-Near Threatened	Cismontane woodland, Coastal scrub, Valley & foothill grassland, Vernal pool, Wetland
Spirinchus thaleichthys	longfin smelt	Fish	AFCHB03010	45	1	Candidate	Threatened	G5	S1	null	CDFW_SSC-Species of Special Concern	Aquatic, Estuary
Symphotrichum lentum	Suisun Marsh aster	Dicots	PDASTE8470	173	1	None	None	G2	S2	1B.2	SB_RSABG-Rancho Santa Ana Botanic Garden, SB_USDA-US Dept of Agriculture	Brackish marsh, Freshwater marsh, Marsh & swamp, Wetland
Taxidea taxus	American badger	Mammals	AMAJF04010	542	3	None	None	G5	S3	null	CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern	Alkali marsh, Alkali playa, Alpine, Alpine dwarf scrub, Bog & fen,

													Brackish marsh, Broadleaved upland forest, Chaparral, Chenopod scrub, Cismontane woodland, Closed-cone coniferous forest, Coastal bluff scrub, Coastal dunes, Coastal prairie, Coastal scrub, Desert dunes, Desert wash, Freshwater marsh, Great Basin grassland, Great Basin scrub, Interior dunes, lone formation, Joshua tree woodland, Limestone, Lower montane coniferous forest, Marsh & swamp, Meadow & seep, Mojavean desert scrub, Montane dwarf scrub, North coast coniferous forest, Oldgrowth, Pavement plain, Redwood, Riparian forest, Riparian scrub, Riparian woodland, Salt marsh, Sonoran desert scrub, Sonoran thorn woodland, Ultramafic, Upper montane coniferous forest, Upper Sonoran scrub, Valley & foothill grassland
Thamnophis gigas	giant gartersnake	Reptiles	ARADB36150	363	58	Threatened	Threatened	G2	S2	null	IUCN_VU-Vulnerable	Marsh & swamp, Riparian scrub, Wetland	
Trifolium hydrophilum	saline clover	Dicots	PDFAB400R5	49	5	None	None	G2	S2	1B.2	null	Marsh & swamp, Valley & foothill grassland, Vernal pool, Wetland	
Vireo bellii pusillus	least Bell's vireo	Birds	ABPBW01114	479	2	Endangered	Endangered	G5T2	S2	null	IUCN_NT-Near Threatened, NABCI_YWL-Yellow Watch List	Riparian forest, Riparian scrub, Riparian woodland	
Xanthocephalus xanthocephalus	yellow-headed blackbird	Birds	ABPBXB3010	13	1	None	None	G5	S3	null	CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern	Marsh & swamp, Wetland	



Plant List

Inventory of Rare and Endangered Plants

20 matches found. [Click on scientific name for details](#)

Search Criteria

Found in Quads 3812165, 3812164, 3812163, 3812155, 3812154, 3812153, 3812145 3812144 and 3812143;

[Modify Search Criteria](#)
[Export to Excel](#)
[Modify Columns](#)
[Modify Sort](#)
[Display Photos](#)

Scientific Name	Common Name	Family	Lifeform	Blooming Period	CA Rare Plant Rank	State Rank	Global Rank
Astragalus tener var. ferrisiae	Ferris' milk-vetch	Fabaceae	annual herb	Apr-May	1B.1	S1	G2T1
Carex comosa	bristly sedge	Cyperaceae	perennial rhizomatous herb	May-Sep	2B.1	S2	G5
Centromadia parryi ssp. rudis	Parry's rough tarplant	Asteraceae	annual herb	May-Oct	4.2	S3	G3T3
Cuscuta obtusiflora var. glandulosa	Peruvian dodder	Convolvulaceae	annual vine (parasitic)	Jul-Oct	2B.2	SH	G5T4T5
Downingia pusilla	dwarf downingia	Campanulaceae	annual herb	Mar-May	2B.2	S2	GU
Fritillaria agrestis	stinkbells	Liliaceae	perennial bulbiferous herb	Mar-Jun	4.2	S3	G3
Gratiola heterosepala	Boggs Lake hedge-hyssop	Plantaginaceae	annual herb	Apr-Aug	1B.2	S2	G2
Hesperervax caulescens	hogwallow starfish	Asteraceae	annual herb	Mar-Jun	4.2	S3	G3
Hibiscus lasiocarpus var. occidentalis	woolly rose-mallow	Malvaceae	perennial rhizomatous herb (emergent)	Jun-Sep	1B.2	S3	G5T3
Juglans hindsii	Northern California black walnut	Juglandaceae	perennial deciduous tree	Apr-May	1B.1	S1	G1
Juncus leiospermus var. ahartii	Ahart's dwarf rush	Juncaceae	annual herb	Mar-May	1B.2	S1	G2T1
Legenere limosa	legenere	Campanulaceae	annual herb	Apr-Jun	1B.1	S2	G2
Lepidium latipes var. heckardii	Heckard's pepper-grass	Brassicaceae	annual herb	Mar-May	1B.2	S1	G4T1
Lilaeopsis masonii	Mason's lilaeopsis	Apiaceae	perennial rhizomatous herb	Apr-Nov	1B.1	S2	G2
Navarretia eriocephala	hoary navarretia	Polemoniaceae	annual herb	May-Jun	4.3	S4	G4
Orcuttia tenuis	slender Orcutt grass	Poaceae	annual herb	May-Sep(Oct)	1B.1	S2	G2
Orcuttia viscida	Sacramento Orcutt grass	Poaceae	annual herb	Apr-Jul(Sep)	1B.1	S1	G1
Sagittaria sanfordii	Sanford's arrowhead	Alismataceae	perennial rhizomatous herb (emergent)	May-Oct(Nov)	1B.2	S3	G3
Symphyotrichum lentum	Suisun Marsh aster	Asteraceae	perennial rhizomatous herb	(Apr)May-Nov	1B.2	S2	G2
Trifolium hydrophilum	saline clover	Fabaceae	annual herb	Apr-Jun	1B.2	S2	G2

Suggested Citation

California Native Plant Society, Rare Plant Program. 2017. Inventory of Rare and Endangered Plants of California (online edition, v8-03 0.39). Website <http://www.rareplants.cnps.org> [accessed 26 September 2017].

Search the Inventory[Simple Search](#)[Advanced Search](#)[Glossary](#)**Information**[About the Inventory](#)[About the Rare Plant Program](#)[CNPS Home Page](#)[About CNPS](#)[Join CNPS](#)**Contributors**[The Calflora Database](#)[The California Lichen Society](#)

© Copyright 2010-2018 California Native Plant Society. All rights reserved.



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
Phone: (916) 414-6600 Fax: (916) 414-6713

In Reply Refer To:

September 26, 2017

Consultation Code: 08ESMF00-2017-SLI-3382

Event Code: 08ESMF00-2017-E-09296

Project Name: North 12th Complete Street

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, under the jurisdiction of the U.S. Fish and Wildlife Service (Service) that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the Service under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.).

Please follow the link below to see if your proposed project has the potential to affect other species or their habitats under the jurisdiction of the National Marine Fisheries Service:

http://www.nwr.noaa.gov/protected_species/species_list/species_lists.html

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 et seq.), Federal agencies are required to

utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 et seq.), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
-

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Sacramento Fish And Wildlife Office

Federal Building

2800 Cottage Way, Room W-2605

Sacramento, CA 95825-1846

(916) 414-6600

Project Summary

Consultation Code: 08ESMF00-2017-SLI-3382
Event Code: 08ESMF00-2017-E-09296
Project Name: North 12th Complete Street
Project Type: TRANSPORTATION
Project Description: bike path and road improvements

Project Location:

Approximate location of the project can be viewed in Google Maps:

<https://www.google.com/maps/place/38.58934074885183N121.48669143954353W>



Counties: Sacramento, CA

Endangered Species Act Species

There is a total of 8 threatened, endangered, or candidate species on this species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

Reptiles

NAME	STATUS
Giant Garter Snake <i>Thamnophis gigas</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4482	Threatened

Amphibians

NAME	STATUS
California Red-legged Frog <i>Rana draytonii</i> There is final designated critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2891	Threatened
California Tiger Salamander <i>Ambystoma californiense</i> Population: U.S.A. (Central CA DPS) There is final designated critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2076	Threatened

Fishes

NAME	STATUS
<p>Delta Smelt <i>Hypomesus transpacificus</i></p> <p>There is final designated critical habitat for this species. Your location is outside the critical habitat.</p> <p>Species profile: https://ecos.fws.gov/ecp/species/321</p>	Threatened
<p>Steelhead <i>Oncorhynchus (=Salmo) mykiss</i></p> <p>Population: Northern California DPS</p> <p>There is final designated critical habitat for this species. Your location is outside the critical habitat.</p> <p>Species profile: https://ecos.fws.gov/ecp/species/1007</p>	Threatened

Insects

NAME	STATUS
<p>Valley Elderberry Longhorn Beetle <i>Desmocerus californicus dimorphus</i></p> <p>There is final designated critical habitat for this species. Your location is outside the critical habitat.</p> <p>Species profile: https://ecos.fws.gov/ecp/species/7850</p> <p>Habitat assessment guidelines: https://ecos.fws.gov/ipac/guideline/assessment/population/436/office/11420.pdf</p>	Threatened

Crustaceans

NAME	STATUS
<p>Vernal Pool Fairy Shrimp <i>Branchinecta lynchi</i></p> <p>There is final designated critical habitat for this species. Your location is outside the critical habitat.</p> <p>Species profile: https://ecos.fws.gov/ecp/species/498</p>	Threatened
<p>Vernal Pool Tadpole Shrimp <i>Lepidurus packardii</i></p> <p>There is final designated critical habitat for this species. Your location is outside the critical habitat.</p> <p>Species profile: https://ecos.fws.gov/ecp/species/2246</p>	Endangered

Critical habitats

There are no critical habitats within your project area under this office's jurisdiction.
