



DEVELOPMENT SERVICES
DEPARTMENT

CITY OF SACRAMENTO
CALIFORNIA

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THIRD FLOOR
SACRAMENTO, CA
95811

ENVIRONMENTAL PLANNING
SERVICES
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MITIGATED NEGATIVE DECLARATION

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

PROJECT DESCRIPTION

The proposed work includes improvements to R Street providing for the Americans with Disabilities Act (ADA) guidelines compliance, improving the parking areas within the right-of-way, providing raised walkways, planting trees that have been previously removed, installing street lighting, and upgrading the drainage system. The proposed improvements would extend to the existing buildings and loading docks (Appendix A-Proposed Project Geometric Map). In areas where there are no structures, the roadway would extend to the existing parking lot or within fifteen (15) feet of the existing right-of-way. No new right-of-way would be required for the project. The maximum depth of disturbance would be eight (8) feet for utility relocation, in a three (3)-foot-wide trench. There are two railroad tracks that will be maintained. These tracks extend down R Street within the project limits. These tracks are part of the historic alignment of the Southern Pacific Railroad (SPRR) and presently are inactive. The mainline track is generally in the center of R Street with the siding track approximately fifteen (15) feet south and parallel to the mainline track. The proposed work will accommodate the existing loading docks.

The City of Sacramento, Development Services Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that there is no substantial evidence that the project, with mitigation measures as identified in the attached Initial Study, will have a significant effect on the environment. This Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. An Environmental Impact Report is not required pursuant to the Environmental Quality Act of 1970 (Sections 21000, et seq., Public Resources Code of the State of California). This Negative Declaration has been prepared pursuant to Title 14, Section 15070 of the California Code of Regulations; the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

A copy of this document and all supportive documentation may be reviewed or obtained at 300 Richards Boulevard, Third Floor, Sacramento California 95811.

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

By: _____

Tom Buford, Senior Planner

Date: _____

4/3/08

**R STREET IMPROVEMENT PROJECT:
10TH STREET TO 13TH STREET
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

This Initial Study has been required and prepared by the Development Services Department, 300 Richards Blvd, Third Floor, Sacramento, CA 95811, pursuant to Title 14, Section 15070 of the California Code of Regulations; and the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into the following sections:

SECTION I - BACKGROUND: Page 2 - Provides summary background information about the project name, location, sponsor, and the date this Initial Study was completed.

SECTION II - PROJECT DESCRIPTION: Page 4 - Includes a detailed description of the Proposed Project.

SECTION III - ENVIRONMENTAL CHECKLIST AND DISCUSSION: Page 11 - Contains the Environmental Checklist form together with a discussion of the checklist questions. The Checklist Form is used to determine the following for the proposed project: 1) "Potentially Significant Impacts," which identifies impacts that may have a significant effect on the environment, but for which the level of significance cannot be appropriately determined without further analysis in an Environmental Impact Report (EIR), 2) "Potentially Significant Impacts Unless Mitigated," which identifies impacts that could be mitigated to less than significant with implementation of mitigation measures, and 3) "Less Than Significant Impacts," which identifies impacts that would be less than significant and do not require the implementation of mitigation measures.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Page 62 - Identifies which environmental factors were determined to have either a "Potentially Significant Impact" or "Potentially Significant Impact Unless Mitigated," as indicated in the Environmental Checklist.

SECTION V - DETERMINATION: Page 63 - Identifies the determination of whether impacts associated with development of the Proposed Project are significant, and what, if any, added environmental documentation may be required.

LIST OF PREPARERS: Page 64

REFERENCES CITED: Page 66

SECTION I - BACKGROUND

File Number, Project Name: City Project No. (PN:TU37/T15056200)
Federal Aid Project No: DEM-5002(112)
R Street Improvements: 10th Street to 13th Street

Project Location: Central City:
R Street between 10th and 13th streets, and 12th Street from
R Street south to the alleyway

Project Applicant: Department of Transportation
City of Sacramento

Project Manager: Zuhair Amawi, P.E.
Associate Civil Engineer
Department of Transportation
City of Sacramento
915 I Street, Room 2000
Sacramento, CA 95814
(916) 808-7620

Environmental Planner: Shelly Amrhein, Associate Planner
Tom Buford, Senior Planner

Date Initial Study Completed: **March 21, 2008**

INTRODUCTION

The following Initial Study/Mitigated Negative Declaration has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Sections 1500 *et seq.*). The City of Sacramento is the Lead Agency for the preparation of this Mitigated Negative Declaration for the R Street Improvement Project: 10th Street to 13th Street.

The City has determined that a Mitigated Negative Declaration is the appropriate environmental document for the proposed project. This environmental review examines project effects which are identified as potentially significant effects on the environment or which may be substantially reduced or avoided by the adoption of revisions or conditions to the design of project specific features. It is believed at this time that the project will not result in potentially significant impacts, with the application of appropriate mitigation measures. Therefore, a Mitigated Negative Declaration is the proposed environmental document for this project.

This analysis is incorporating by reference the general discussion portions of earlier environmental documents (CEQA Guidelines Section 15150(a)). These documents are available for public review at the City of Sacramento, Development Services Department, 915 I Street, 3rd Floor, Sacramento, CA 95814.

- City of Sacramento General Plan Update DEIR (SGPU DEIR), 1987.

R STREET IMPROVEMENT PROJECT: 10TH STREET TO 13TH STREET
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Section 15130 (d) of the CEQA Guidelines state that, "No further cumulative impacts analysis is required when a project is consistent with a general, specific, master or comparable programmatic plan where the lead agency determines that the regional or area-wide cumulative impacts of the proposed project have already been adequately addressed, as defined in 15152(f)(1), in a certified EIR for the plan."

The City is soliciting views of interested persons and agencies on the content of the environmental information presented in this document. Due to the time limits mandated by state law, your response must be sent at the earliest possible date, but no later than the 30-day review period ending **May 10, 2008**.

Please send written responses to:

Shelly Amrhein
Environmental Planning Services
City of Sacramento
Development Services Department
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811
Direct Line: (916) 808-7601
FAX (916) 808-1077
RWAmrhein@cityofsacramento.org

SECTION II - PROJECT DESCRIPTION

PROJECT LOCATION

The project site is located in the central area of the City of Sacramento (Figure 1). The central portion of the city is bounded by the American River on the north, Interstate Business 80 on the east and south, and Interstate 5 on the west. The project is located on R Street from 10th Street east to 13th Street and on 12th Street from R Street south to the alley (Figure 2).

PROJECT BACKGROUND, PURPOSE AND DESCRIPTION

Project Background

R Street was an older, underutilized industrial corridor from the 1940s through the mid 1980s. In the mid 1980s, the Sacramento Regional Transit completed the first line of the regional light rail system, which included a stop near R Street (13th Street Station, located between 12th and 13th streets, mid-block between Q and R streets). This prompted interest in redeveloping R Street into a multi-use corridor (Moore Iacofano Goltsman, Inc., et al. 2006a).

The Central City Community Plan was adopted in 1996. This plan covers a broad area within the Central City and contains plans for specific locations within its border area. The R Street Corridor Community Plan is contained within the Central City Community Plan. The purpose of the community plan is to provide goals, policies and guidelines for redevelopment.

By 2002, Senate Bill 1460 was passed, allowing development entities, such as the Capitol Area Development Authority (CADA), to expand redevelopment boundaries (Moore Iacofano Goltsman, Inc. et al. 2006a). CADA currently has plans to redevelop areas within the R Street corridor.

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

A public meeting was held specifically for this project, the R Street Improvement Project: 10th Street to 13th Street, on February 28, 2007 at William Land Elementary School. General support for this project was voiced from the approximately 75 members of the community in attendance. Key issues of concern included, but were not limited to, the following topics: city regulated parking, the 1990 Americans with Disabilities Act (ADA) guideline compliance, the pedestrian experience, landscaping, historic resources, construction hours, and changes made between the urban design guidelines and this project.

The proposed project, the R Street Improvement Project: 10th Street to 13th Street, is one of several areas to be redeveloped within the R Street corridor.

R STREET IMPROVEMENT PROJECT: 10TH STREET TO 13TH STREET
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

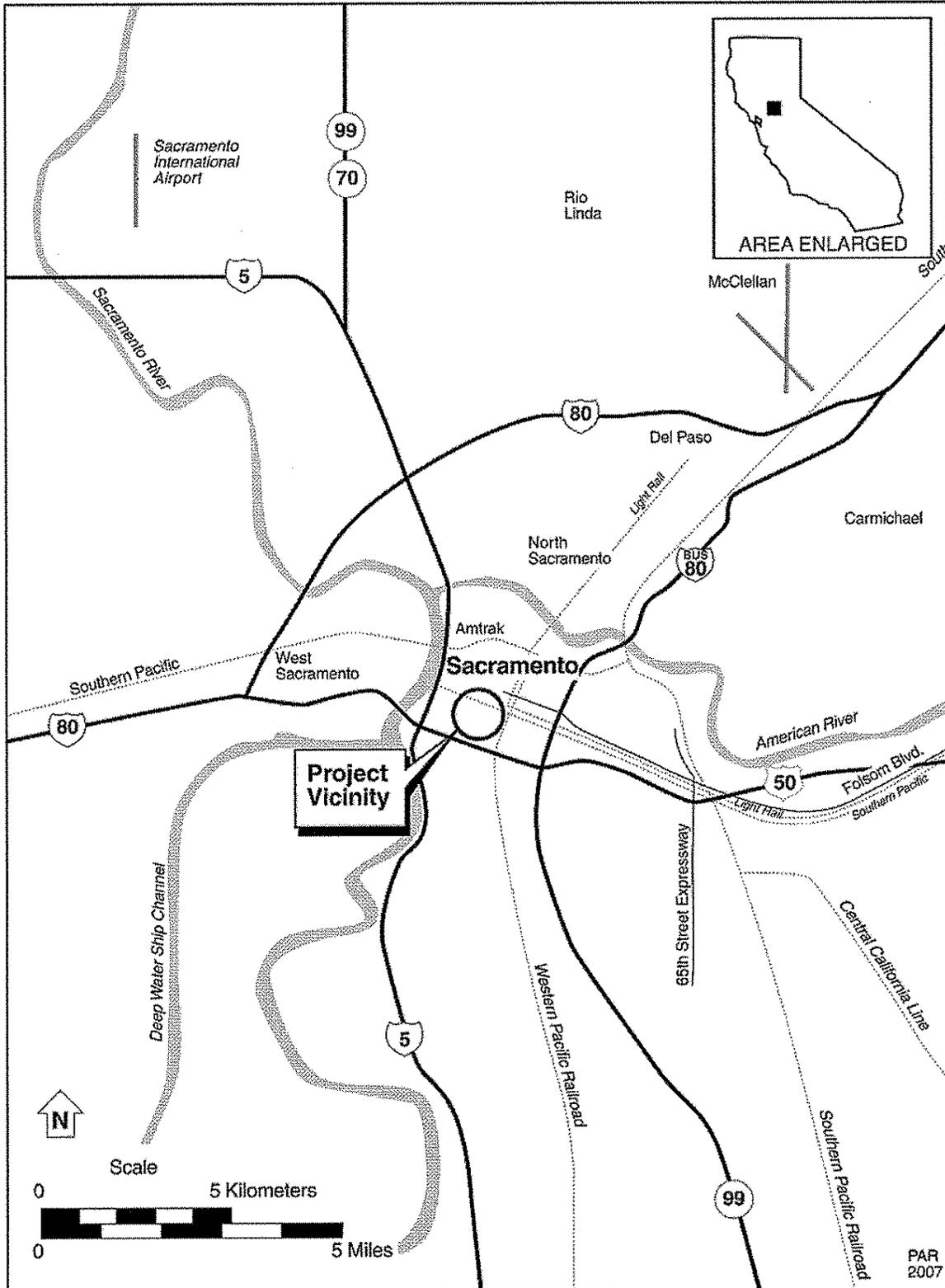


Figure 1. Project Vicinity Map

R STREET IMPROVEMENT PROJECT: 10TH STREET TO 13TH STREET
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

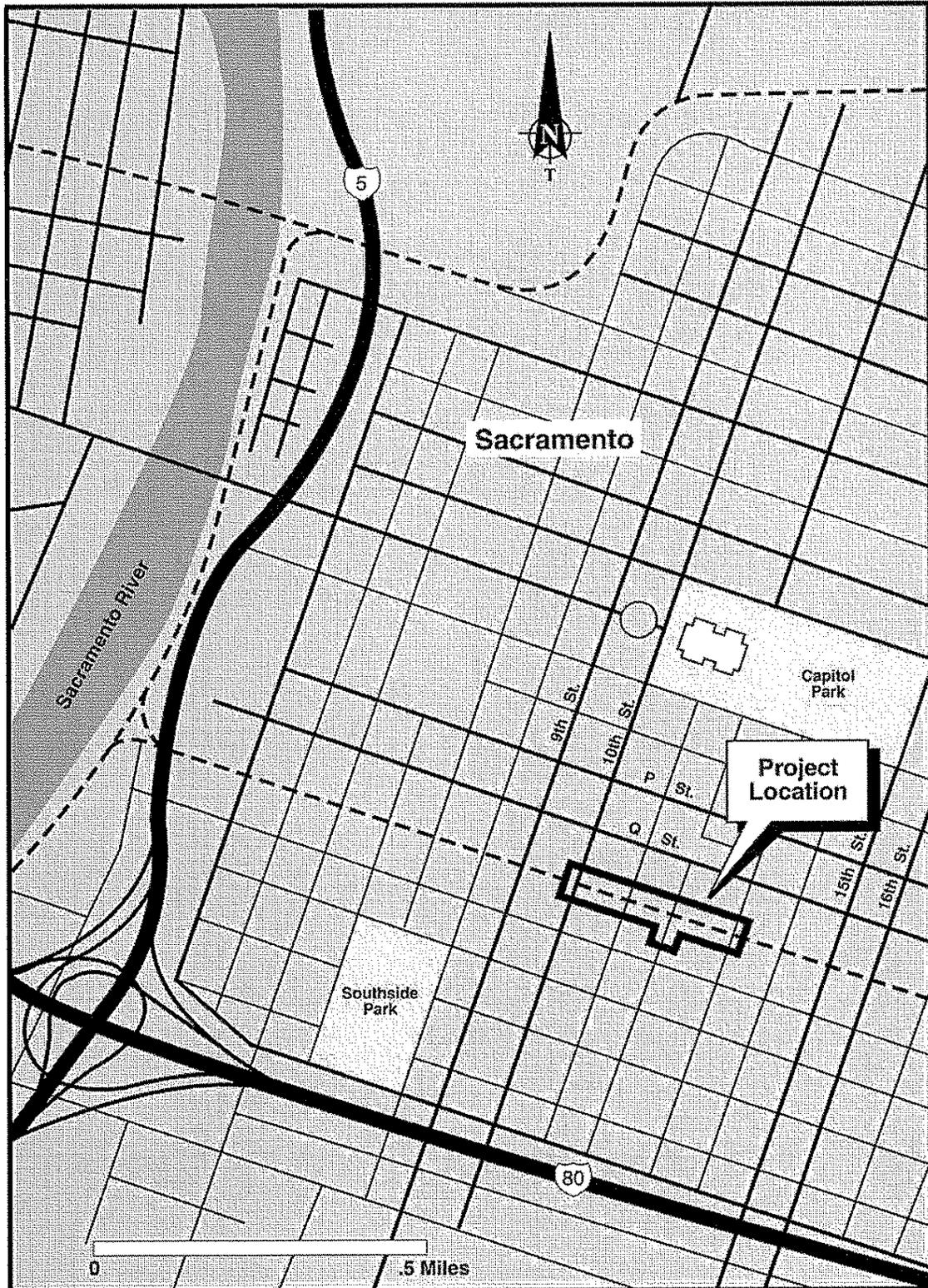


Figure 2. Project Location Map

Purpose and Need

The proposed project encompasses one of the older sections of R Street. There are several redevelopment projects adjacent to the current project area. In addition, the 13th Street Light Rail Station is located in close proximity to this proposed roadway improvement project.

The purpose of the proposed project is to provide improvements to the R Street Corridor per the Central City Community Plan and the R Street Corridor Urban Design Plan. The project would implement the guidelines within these documents, thus acting as a demonstration area for revitalization and improvement of the streetscape along R Street. In addition, it would enhance the connection of the redevelopment projects with the light rail system.

The R Street improvements are needed to improve the pavement, pedestrian access, drainage and lighting inadequacies. Currently R Street has poor drainage and floods periodically during rain events. In addition, the pavement conditions and lighting are poor throughout most of the project area and the differentiation between pedestrian and vehicular areas is not well defined. The proposed project is needed in order to provide travel ways for two-way vehicular traffic while, at the same time, providing pedestrian walkways that comply with the 1990 Americans with Disabilities Act (ADA) guidelines to provide equal access for all persons.

Project Description

The proposed work includes improvements to R Street providing for ADA compliance, improving the parking areas within the right-of-way, providing raised walkways, planting trees that have been previously removed, installing street lighting, and upgrading the drainage system. The proposed improvements would extend to the existing buildings and loading docks (Appendix A-Proposed Project Geometric Map). In areas where there are no structures, the roadway would extend to the existing parking lot or within fifteen (15) feet of the existing right-of-way. No new right-of-way would be required for the project. The maximum depth of disturbance would be eight (8) feet for utility relocation, in a three (3)-foot-wide trench. Two railroad tracks will be maintained and extend down R Street within the project limits. These tracks are part of the historic alignment of the Southern Pacific Railroad (SPRR) and presently are inactive. The mainline track is generally in the center of R Street with the siding track approximately fifteen (15) feet south and parallel to the mainline track. The proposed work will accommodate the existing loading docks.

R Street

The project has three distinct sections: R Street from 10th Street east to 12th Street; R Street from 12th Street east to 13th Street; and 12th Street from R Street south to the alley. The entire length of the project, from the west side of 10th Street to the east side of 13th Street would have curb ramps leading to the pedestrian walkways that comply with the 1990 ADA guidelines to provide equal access for all persons. The same degree of convenience, accessibility and safety available to the general public would be provided to persons with disabilities.

10th to 13th Streets

The following improvements are proposed for the project section between 10th and 13th streets.

- Replace the existing asphalt concrete with portland cement concrete. The 10th and 13th Street intersections will be reconstructed with asphalt concrete pavement.

- Provide 11-foot-wide travel lanes, one in each direction.
- Place valley gutter for drainage runoff between the travel lanes and the parking areas.
- Provide 90-degree parking and parallel parking along R Street. The parking areas would slope to provide drainage runoff into the valley gutter system.
- Install concrete walkways with a four-inch-high curb. The walkways would be generally 10 feet wide, but range from four feet six inches (4'-6") in front of the existing loading dock on the south side of R Street, east of 11th Street to twenty (20) feet wide, depending on the adjacent parking (parallel versus 90-degree). To reduce the visual impact the walkways would be stained and scored to be compatible with the industrial feel of the warehouse district.
- Provide concrete pedestrian/crossing bulb-outs protruding six (6) feet into the numbered streets. Minimal walkway extensions are proposed on R Street from 10th to 12th streets, protruding less than six (6) feet. Walkway extensions will have squared 90-degree corners and will not contain landscaping. No extensions are proposed on R Street between 12th and 13th streets. Each corner will have a three (3)-foot-long by six (6)-foot-wide yellow truncated warning tile near the edge of the street.
- Install street lighting that would be compatible with the industrial nature of the R Street project area. The lighting could be positioned at the edge of the street or at the back of walk.
- Replant trees where evidence (e.g., historic photographs) suggests they existed during the warehouse district's period of significance. New trees will conform to species types evident in historic photographs or match mature historic trees currently in the corridor.
- Reinforce the base of the existing main tracks with adjustments to alignment and elevation, as needed for safety, drainage and ADA compliance.
- Reconstruct the siding track to accommodate the proposed grades and walkway alignment. Where necessary, the project proposes a maximum vertical adjustment of 6 inches and horizontal adjustment of 12 inches. Distorted tracks will be replaced in kind, if economically feasible, with warehoused rail stock or new rails.
- Surviving granite curbstones located adjacent to the track will be cast into the concrete roadway section at their current locations and will conform to any alignment or elevation adjustments that may be required for the tracks.

12th Street - From R Street South to the Alley

The following improvements are proposed for the project section that runs along 12th Street from R Street south to the alleyway.

- Replace curbs, gutters and sidewalks to bring up to ADA compliancy.
- Resurface the existing roadway with asphalt concrete pavement.
- Widen the travel lanes, where necessary, within the existing right-of-way.

- Landscape the parking islands.
- Provide parking along 12th Street by restriping the parking stalls.

Railroad Tracks

Main Track

The proposed project is designed to keep the existing mainline track in place. The slope of the roadway and the elevations of the valley gutters have been designed to conform to the existing doorways of the buildings and loading docks with minimal impact to the mainline track. Several locations may require a minimal lowering of the existing tracks to maintain the appropriate ADA compliance sloping at doorways and loading docks. If lowering is required, the main track would be lowered by 1.5 inches for a total track length of approximately 200 ft. This would be accomplished by removing the existing rail and ties and replacing the existing rails onto a new concrete footing at the adjusted elevation. The existing ties will be removed and disposed of off site.

Siding Track

The horizontal and vertical relationship between the siding track and the mainline track is not consistent throughout the project area. The siding track is generally 15 feet south of the mainline; however, the elevation of the siding track with respect to the mainline varies considerably throughout the project. To construct the proposed street and raised walkway sections, the siding tracks may be removed and reconstructed at a consistent grade that is lower than the existing grade.

Construction Staging

During construction, the streets would be open only to local traffic. All construction equipment would be stored within the existing City right-of-way. Vehicular access to businesses would remain open at all times.

Construction Methods near Buildings

Removal of Existing Facilities

The existing concrete and asphalt concrete pavement would be saw-cut three (3) feet from existing building faces. In order to break the concrete or asphalt, a backhoe with a jackhammer attachment or loader would be used if the work is being done more than three (3) feet away from the buildings. The equipment would be located a safe distance from the buildings so any arms or attachments cannot reach the building. Hay bales would be stacked three rows high along the faces of the buildings to a height of six (6) feet and high visibility streamers would be used to protect the buildings and canopies from the equipment operations, when construction is within ten (10) feet of the buildings.

A hand-held hydraulic jackhammer would be used to break existing concrete into pieces within three (3) feet of the building faces. The broken concrete would then be removed by hand. The building face would be protected by a minimum one (1)-inch-thick foam board, which is generally used for insulation.

Preparation for New Improvements

Ride-on machinery would be used to compact the ground five (5) feet or more away from the building faces. Hay bales would be stacked three rows high along the faces of the buildings to a height of six (6) feet for work performed more than 5 feet away from the building and temporary high visibility streamers would be hung on existing canopies. A vibrator plat tamper would be used to compact the material that is within five (5) feet of the building face at which time the building face would be protected with minimally a one (1)-inch-thick foam board.

Construction of New Improvements

A new concrete walkway would be constructed against the existing buildings and loading docks. The concrete walkway would be separated from the existing structures by a 0.5-inch fiber expansion joint. The concrete would be poured from a concrete truck and would be finished using hand tools. The existing buildings and loading docks would be protected with plastic sheeting to prevent concrete from splattering onto the existing structures.

SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION

LAND USE

REGULATORY SETTING

The project area is located within the R Street Corridor Plan, a component of the Central City Community Plan. Existing land uses immediately adjacent to R Street in the project study area consist mainly of industrial uses, with retail stores, restaurants and a theater. In addition, vacant buildings occur throughout the project area and are planned for redevelopment.

The proposed project is consistent with all applicable goals and policies of the Circulation Element, Preservation Element and the Public Facilities and Services Element of the City General Plan. Most applicable goals and policies from the R Street Corridor Urban Design Plan, the Central Community Plan and the Central City Parking Master Plan are consistent with the proposed project. Table 1 discusses the goals and policies of which the proposed project is only partially consistent or inconsistent.

Table 1. Project Consistency with Community Plans¹

Goal, Objective, or Policy	Consistency Discussion
R Street Corridor Urban Design Plan	
Design Strategies Action B-3: Accommodate the needs of existing industrial uses.	Partially Consistent. All functional loading docks would remain in operation. The project would temporarily disrupt the use of loading docks during construction.
Design Guidelines Guideline 2Ai-1: Maintain a sense of shared space between pedestrians, cyclists, cars and trucks along R Street. This unique curbless street concept is defined by an absence of sidewalks, and by on-street parking primarily located along the edge of pedestrian pathways.	Partially Consistent. The proposed project would install raised walkways; however, they have been designed to keep the industrial feel of the area and the sense of shared space. They would be stained and the curb height would be four inches. These characteristics are different than traditional sidewalks. Parking would remain between the pedestrian areas and the travelways.

¹ Inconsistency with these guidelines applies to physical improvement to R Street and will be addressed and mitigated in the Aesthetic and Cultural Resources sections of this document (pp 53 and 55).

Table 1. Project Consistency with Community Plans (Continued)

Central City Community Plan - R Street Corridor Community Plan	
<p>Policy 11.1: Within the R Street public right-of-way, provide planter strips with street trees, street lighting, on-street parking and sidewalks to provide a safe and attractive environment for pedestrians, bicyclists and other modes of transportation. From 2nd to 19th Streets, an 80-foot (ft) (24-meter [m]) right-of-way exists to accommodate the desired two-way, two-lane local street. The proposed street cross-section will locate the middle of the street four feet (1.2 m) south of the centerlines of the right-of-way. This will allow for an extra eight feet (2.4 m) of landscaping on the north side of the street to provide adequate sunlight for public space. Street lighting is also proposed for this cross-section, and will be located along the center of the planter strip.</p>	<p>Partially Consistent. The proposed project would be within the right-of-way. Where buildings or loading docks are within the right-of-way, the improvements would occur between the structure faces. Raised walkways, travel lanes, on-street parking, and improved lighting would occur. Walkways are generally ten (10) feet wide, but range from four feet six inches (4'-6") in front of the existing loading dock on the south side of R Street, east of 11th Street to twenty (20) feet wide, depending on the adjacent parking</p>
Central City Parking Master Plan	
<p>Objective 5.2: Minimize the visual intrusion and other negative environmental impacts of parking.</p>	<p>Partially Consistent. Even though parking would not be separated from the travelway, clearly defined stalls would help to keep parking organized and continue the sense of shared space.</p>

MITIGATION MEASURES

Construction Period Impacts to Parking and Access

1. Prior to the start of construction, the project proponent(s) or their contractor shall instigate a public outreach/community liaison program to provide a point of contact with businesses that will be affected by construction. The program shall maintain a hotline to take messages and to provide updates on construction scheduling, road closures, detours and alternative access points.
2. As part of the public outreach program, a media communication plan shall be developed to ensure consistent and updated public information regarding the construction phases of the project. Public information releases regarding any closures shall be issued to all available media sources (newspapers, radio and TV) to provide the public with advance warning to closures and to notify the public of alternative routes.
3. Whenever feasible, temporary signage shall be installed notifying the public of closures or detours and the expected duration of the closure.
4. Temporary disruptions to access for businesses in the improvement areas shall be minimized by coordinating construction to provide alternate access points and by ensuring that all businesses have at least one open access point during construction.

5. Pedestrian and bicycle access shall be maintained on at least one side of the roadway through the project area during construction.
6. Prior to construction, the project proponent(s) shall coordinate with businesses adjacent to the construction area, specifically those businesses with active loading docks, to minimize conflicts with deliveries.
7. Access to loading docks will be maintained during normal business hours (Monday through Friday, 8 AM to 6 PM). If a business has two loading docks, then construction will be phased to impact only one at a time. If a business has one loading dock, then construction will be phased to impact half the loading dock or, if that is not feasible, construction may be completed at night or on the weekend (Saturday and Sunday) during non-delivery hours.

FINDINGS

The proposed project would result in less than significant land use impacts with the incorporation of the above referenced mitigation.

POPULATION AND HOUSING

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<i>Would the proposal:</i>			
A) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?			✓
B) Displace existing housing, especially affordable housing?			✓

ENVIRONMENTAL SETTING

Population

In order to examine the demographics, the study area is defined by the Census Tract Block Group (CTBG) that lies on either side of R Street (Figure 3). These CTBGs are listed below:

- Census Tract 9, Block Group 1: north of R Street from 10th Street to 12th Street;
- Census Tract 12, Block Group 3: north of R Street, from 12th Street to 13th Street;
- Census Tract 21, Block Group 1: south of R Street, from 10th Street to 12th Street; and
- Census Tract 20, Block Group 4: south of R Street, from 12th Street to 13th Street.

Since 1990, the Sacramento region has experienced a substantial increase in population; however, a comparison between the 1990 and the 2000 United States Census (U.S. Census 1990, 2000), shows that only CTBG 9-1 experienced a population growth, while all other CTBGs within the project area experienced a decline in population.

Housing

According to the 2000 U.S. Census data, the predominant housing type in the study area is multiple family housing, while the predominant housing type in the City and County of Sacramento overall is single family detached housing (PAR Environmental Services, Inc. [PAR] 2007). The average household size within the study area is 1.81 persons per household, while the City of Sacramento as a whole averages 2.57 persons per household. Vacancy rates within the study area range from 5.0 to 9.5 percent with an overall average of 7.1 percent vacancy.

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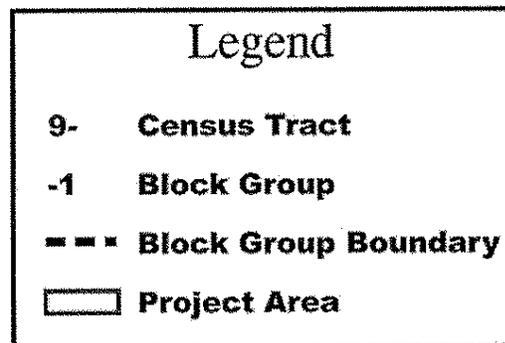
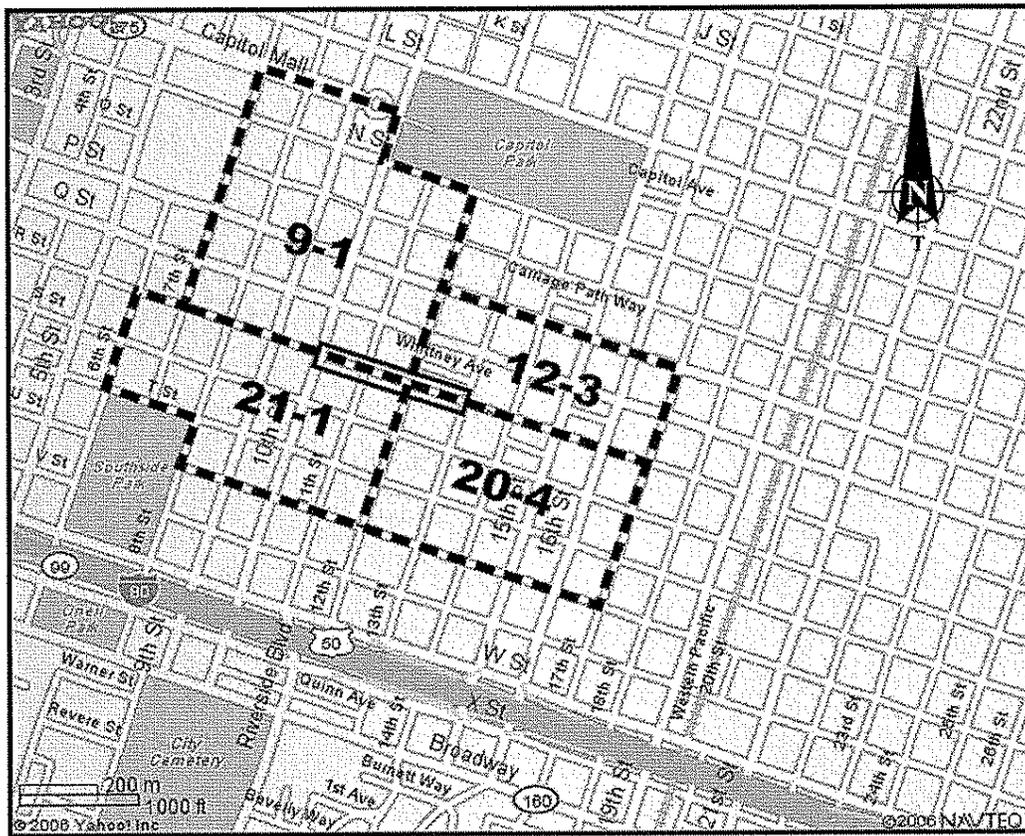


Figure 3. Project Study Area by Census Tract Block Groups (Source: US Census 2000)

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Median housing prices and rent gathered from the 2000 U.S. Census are useful for comparison purposes; however, the median home price and rent have increased significantly since the 2000 Census. The median home price in the City of Sacramento in July 2006 was \$378,590 (California Association of Realtors 2006). Table 2 provides the median housing values and median rent in 1999 dollars for the CTBGs within the project area and the City as a whole.

Table 2. Median Housing Prices (in 1999 Dollars)

Area	Median Housing Value (in 1999 Dollars)	Median Rent (in 1999 Dollars)
CTBG 9-1	104,000	513
CTBG 12-3	162,500	403
CTBG 20-4	94,500	420
CTBG 21-2	124,400	408
City of Sacramento	128,800	557

Source: U.S. Census 2000a

Planned Growth in the Project Area

The project area is located within the R Street Corridor Plan, a component of the Central City Community Plan. There is very little vacant land within the proposed project for development. The Capitol Lofts Condominium Project is a scheduled redevelopment project in the R Street Corridor. This project is located in the block between 11th and 12th streets. The project would provide 3,200 square feet of retail space on the bottom levels. Residential units would consist of 122 one and two bedroom units, while the top floors would provide a limited number of exclusive penthouse residential units. An embedded parking garage would provide 165 parking spaces.

The R Street corridor is currently experiencing redevelopment in areas where abandoned buildings once stood. Currently there is an eight-unit residential loft project located at the corner of 14th Street and R Street. This development also includes 2,000 square feet of retail space. Construction was completed on a mixed use development on R Street between 26th and 27th streets (pers. observation). It includes detached homes, lofts, townhouses and commercial space. It faces the light rail tracks and station on R Street.

Immediately south of the R Street corridor is the Whiskey Hill Lofts project. It is located on the northeast corner of 21st Street and S Street. Whiskey Hill Lofts include a commercial property (which completed construction in the summer of 2006) and over 28 loft-style residential units (Sacramento Bee 2006).

STANDARDS OF SIGNIFICANCE

For the purposes of this analysis, an impact is considered significant if the project would induce substantial growth that is inconsistent with the approved land use plan for the area or displace existing affordable housing.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A AND B

As a project that facilitates infill development, the proposed project would induce growth in an area that is already supported by urban services. It would facilitate reinvestment in an area that is urbanized, but is underdeveloped. The intent of the R Street Corridor Urban Design Plan is to intensify reuse of an existing urbanized area. The growth inducing effects of the project are beneficial.

The project would implement the Central City Community Plan and the R Street Urban Design Plan goals and principles. Improvements include installing ADA compliant raised walkways, bringing drainage and lighting systems up to current standards, providing a sense of shared space while keeping to the industrial feel of the area, maintaining on-street parking and maintaining the continuing use of active loading docks. Construction activities would result in temporary disruption to connectivity by requiring detours for pedestrians, bicyclists and potentially motorists. An increase in congestion could occur during construction.

Activities associated with loading docks would be temporarily disrupted during construction staging. These impacts would be temporary and are not considered significant with the implementation of standard traffic management measures. Such measures include timely notification of any road closures, detours to businesses with active loading docks and staging of construction in front of loading docks to ensure that deliveries can be made at all times.

The R Street improvements would not displace housing or persons and would not result in the acquisition of right-of-way. Parking may be affected by the roadway improvements (parking is discussed under the Transportation/Circulation Section, page 30).

MITIGATION MEASURES

1. Prior to the start of construction, the project proponent(s) or their contractor shall establish a public outreach/community liaison program to provide a point of contact with businesses that would be affected by construction. The program shall maintain a hotline to take messages and to provide updates on construction scheduling and road closures, detours, and alternative access points.
2. Whenever feasible, temporary signage shall be installed to notify the public of closures or detours and the expected duration of the closure.
3. Temporary disruptions to access for businesses in the improvement areas shall be minimized by coordinating construction to provide alternate access points and by ensuring that all businesses have at least one open access point during construction.
4. Prior to construction, the project proponent(s) shall coordinate with businesses adjacent to the construction area, specifically those businesses with active loading docks, to minimize conflicts with deliveries.
5. Access to loading docks will be maintained during normal business hours (Monday through Friday, 8 AM to 6 PM). If a business has two loading docks, then construction will be phased to impact only one at a time. If a business has one loading dock, then construction will be phased to impact half the loading dock or if that is not feasible,

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construction may be completed at night or on the weekend (Saturday and Sunday), during non-delivery hours. No mitigation measures are required.

FINDINGS

The proposed project would not induce substantial growth inconsistent with the general plans or displace housing or persons. The incorporation of mitigation measures would ensure that the proposed project would result in less than significant impacts to loading docks during construction.

SEISMICITY, SOILS AND GEOLOGY

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
Would the proposal result in or expose people to potential impacts involving:			
A) Seismic hazards?			✓
B) Erosion, changes in topography or unstable soil conditions?		✓	
C) Subsidence of land (groundwater pumping or dewatering)?			✓
D) Unique geologic or physical features?			✓

ENVIRONMENTAL SETTING

An Initial Site Assessment (ISA) was prepared for this project (Blackburn Consulting 2006a). The topography through the R Street Improvement Project area is generally flat with an average elevation of approximately 15 to 16 feet above mean sea level.

The site lies within the Sacramento Valley portion of the Great Valley geomorphic province. The Cascade and Klamath ranges border the Great Valley to the north, the Coast Range to the west, the Sierra Nevada to the east, and the Transverse Range to the south. The valley formed by tilting of the Sierran Block with the western side dropping to form the valley and the eastern side being uplifted to form the Sierra Nevada. The valley is characterized by a thick sequence of alluvial, lacustrine and marine sediments. The thickness of the sediments varies from a thin veneer at the edges of the valley to several thousand feet in the central portion of the valley (Blackburn Consulting 2006a).

The R Street project area is underlain by the early Quaternary Levee and channel deposits. This formation is composed of sands, silts, and clays (Blackburn Consulting 2006a).

The City of Sacramento has been identified as being subject to potential damage from earthquake groundshaking at a maximum intensity of VIII of the modified Mercalli scale (PDG 2006). An earthquake of intensity VIII could cause alarm and moderate structural damage. The nearest faults to the project site are the Green Valley fault (47 miles southwest), the Greenville fault (42 miles southwest), the Hayward fault (62 miles southwest), the Rogers Creek-Healdsburg fault (56 miles west) and the San Andreas fault (75 miles southwest). Potential active faults include the New Melones fault zone, the Bear Mountain fault, the Auburn Shear fault, the Dunnigan Hills fault and the Midland fault (PDG 2006).

STANDARDS OF SIGNIFICANCE

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

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A THROUGH D

The proposed project is not considered to result in the exposure of people to geologic or seismic hazards. No unique geological features have been identified in the project area or the surrounding Central City. The proposed improvements would not change the risk of seismic hazards, nor would they result in erosion or unstable soil conditions.

The project would not involve significant changes in topography. Erosion may occur as a result of grading, since soils are especially prone to erosion from storm water runoff that occurs during or immediately after construction. All grading and erosion control shall be conducted in compliance with the requirements of the Sacramento City Code to prevent erosion of soils during construction (Ordinance 15.88.250). This ordinance requires the project applicant to show erosion and sediment control methods on the improvement plans. These plans also show the methods to control urban runoff pollution from the project site during construction. In addition, the majority of the proposed project site will be built, landscaped, turfed, and paved upon completion of the project, which will help prevent erosion.

The construction of the proposed project is not anticipated to result in groundwater pumping or dewatering. Dewatering activities could result in a short-term change in the quantity of groundwater and/or direction of rate of flow, and groundwater quality. Any dewatering activities must comply with application requirements established by the Central Valley Regional Water Quality Control Board to ensure that such activities would not result in substantial changes in groundwater; therefore, any impacts would be less than significant.

MITIGATION MEASURES

As stated in the *Initial Study and Mitigated Negative Declaration for the R Street Corridor Urban Design Guidelines and Special Planning District Amendments*, the City has adopted standard measures to control erosion and sediment (PDG 2006). The proposed project will follow the previously adopted standards set in the *Administrative and Technical Procedures Manual for Grading and Erosion and Sediment Control* as well as the City's *Standard Construction Specifications for Erosion and Sediment Control* (PDG 2006). These measures are provided on page 35-36 of the *Initial Study and Mitigated Negative Declaration for the R Street Corridor Urban Design Guidelines and Special Planning District Amendments* (PDG 2006) will be followed and are restated below:

1. The Contractor shall be responsible for controlling erosion and sedimentation within the limits of the project at all times during the course of construction, including evenings, weekends, holidays, and normal working days. The Contractor shall prepare and submit an Erosion and Sediment Control Plan (ESC Plan) to the City Engineer for review and approval. The ESC Plan shall include:
 - a. an effective revegetation program to stabilize all disrupted areas which will not be otherwise protected;

- b. prevention of increased discharge of sediment at all stages of grading and development from initial disturbance of the ground to project completion;
 - c. recommendations of any Civil Engineer, Geotechnical Engineer or Engineering Geologist involved in the preparation of the grading plans;
 - d. the inspection and repair of all erosion and sediment control facilities at the close of each active working day during the rainy season; and
 - e. for specific sediment clean-out and vegetation maintenance criteria.
2. The Contractor shall prepare a Post Construction Erosion and Sediment Control Plan (PC Plan), which will include the requirements of the ESC Plan, plus the following:
- a. The maximum runoff rate from the site;
 - b. Descriptions and specifications for all surface runoff, erosion, and sediment control devices to be used for the project site;
 - c. A description of the changes made from the ESC Plan to the PC Plan;
 - i. a map showing the final Best Management Practices (BMPs) used to control erosion, sediment, and surface runoff of non storm water;
 - ii. locations of final BMPs with reference to the final improvements and structures installed; and
 - iii. how the BMPs will control surface runoff, erosion, and sediment.
 - d. A description of the final vegetative measures to be used for the project site; and
 - e. An estimate of the costs of implementing the PC Plan erosion and sediment control measures.

The Contractor shall not perform any clearing and grubbing, excavation, or earthwork of any type on the project, other than that specifically authorized in writing by the City Engineer, until a written acceptance of the erosion and sediment control plan has been received from the City Engineer. If, in the opinion of the Engineer, the plan does not sufficiently address the objectives outline in this section, the Contractor shall revise the plan accordingly to the satisfaction of the City Engineer.

FINDINGS

The implementation of the above, previously adopted mitigation measures from the *Initial Study and Mitigated Negative Declaration for the R Street Corridor Urban Design Guidelines and Special Planning District Amendments* (PDG 2006) would result in a less than significant impact to geology, soils and seismicity from the proposed project.

WATER

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
Would the proposal result in or expose people to potential impacts involving:			
A) Changes in absorption rates, drainage patterns, or the rate and amount of surface/stormwater runoff (e.g. during or after construction; or from material storage areas, vehicle fueling/maintenance areas, waste handling, hazardous materials handling & storage, delivery areas, etc.)?			✓
B) Exposure of people or property to water related hazards such as flooding?			✓
C) Discharge into surface waters or other alteration of surface water quality that substantially impact temperature, dissolved oxygen or turbidity, beneficial uses of receiving waters or areas that provide water quality benefits, or cause harm to the biological integrity of the waters?			✓
D) Changes in flow velocity or volume of stormwater runoff that cause environmental harm or significant increases in erosion of the project site or surrounding areas?			✓
E) Changes in currents, or the course or direction of water movements?			✓
F) Change in the quantity of ground waters, either through direct additions or withdrawal, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capability?			✓
G) Altered direction or rate of flow of groundwater?			✓
H) Impacts to groundwater quality?			✓

ENVIRONMENTAL SETTING

The Initial Study and Mitigated Negative Declaration for the R Street Corridor Urban Design Guidelines and Special Planning District Amendments outlines the project areas surface and groundwater as well as water quality (PDG 2006). This section provides the information from the R Street Corridor Urban Design Plan.

Ground and Surface Water

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

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

Water Quality

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

The Central Valley Regional Water Quality Control Board (CVRWCB) has a primary responsibility for protecting the quality of surface and groundwaters within the City. The CVRWQCB focuses its efforts on preventing either the introduction of new pollutants or an increase in the discharge of existing pollutants into bodies of water that fall under its jurisdiction.

Flooding

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

STANDARDS OF SIGNIFICANCE

Water Quality. For purposes of this environmental document, an impact is considered significant if the proposed project would substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increased sediments and other contaminants generated by consumption and/or operation activities.

Flooding. For purposes of this environmental document, an impact is considered significant if the proposed project substantially increases exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A THROUGH H

The proposed project would not result in additional runoff nor would it alter any surface or groundwater sources. The proposed project would regrade R Street to improve localized ponding and flooding along R Street (see the Utilities Section on page 50 for further details on drainage).

Runoff during construction may occur within the project area. The City possesses a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board (SWRCB) under the requirements of the Environmental Protection Agency (EPA) and Section 402 of the Clean Water Act (PDG 2006). Within the permit, conditions applying to Best Management Practices (BMPs) are given for before, during and after construction. The proposed R Street Improvement Project falls under the City's NPDES.

As stated in the *Initial Study and Mitigated Negative Declaration for the R Street Corridor Urban Design Guidelines and Special Planning District Amendments* large portions of the City lie within the 100-year floodplain (PDG 2006). The City evaluated the risks of allowing development to occur in the *Program Environmental Impact Report (EIR) for the Land Use Planning Policy within the 100-year flood plain* (adopted 1990). In 1998, the City adopted Addendum III to the document, which evaluated the risks of allowing development to continue within the flood zone (PDG 2006).

The R Street Improvement Project falls within the scope of the Program EIR and the findings adopted for the City's flood zone land use policy. The proposed project would not increase the amount of land, property or persons exposed to flood hazards, as the project is improving an existing roadway.

MITIGATION MEASURES

As stated in the *Initial Study and Mitigated Negative Declaration for the R Street Corridor Urban Design Guidelines and Special Planning District Amendments* (PDG 2006), the R Street Improvement Project must comply with the City's NPDES permit and the BMPs that are held within it (PDG 2006).

FINDINGS

The implementation of the previously adopted City's NPDES permit and the BMPs from the *Initial Study and Mitigated Negative Declaration for the R Street Corridor Urban Design Guidelines and Special Planning District Amendments* (PDG 2006) would result in a less than significant impact on water resources.

AIR QUALITY

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<i>Would the proposal:</i>			
A) Violate any air quality standard or contribute to an existing or projected air quality violation?			✓
B) Exposure of sensitive receptors to pollutants?			✓
C) Alter air movement, moisture, or temperature, or cause any change in climate?			✓
D) Create objectionable odors?			✓

ENVIRONMENTAL SETTING

Sacramento County is located at the southern end of the Sacramento Valley, which is bounded by the Coast and Diablo ranges on the west and the Sierra Nevada range on the east. The county is about 50 miles northeast of the Carquinez Strait, a sea-level gap between the Coast Range and the Diablo Range. The prevailing winds are from the south, primarily because of marine breezes through the Carquinez Strait, although during winter, the sea breezes diminish and winds from the north occur more frequently.

The project area is located in the center of the county, within the Sacramento Valley Air Basin. Air quality is regulated under the federal Clean Air Act of 1990 and the California Clean Air Act (CCAA) of 1988 at the federal and state level. Air quality is managed at a local level by the Sacramento Metropolitan Air Quality Management District (SMAQMD). The SMAQMD implements the emissions standards and other requirements of the state and federal regulations. Currently, the proposed project is within the Sacramento Federal Nonattainment Area (SFNA) for ozone. As a part of the SFNA, Sacramento County is out of compliance with the state and federal ozone standards (PDG 2006).

The United States Environmental Protection Agency (U.S. EPA) has a non-attainment designation of "severe" for the County because it does not currently meet the federal ozone standard. The ozone standard was established by the U.S. EPA to help achieve one of the primary federal Clean Air Act goals – to "protect and enhance the quality of the Nation's air resources so as to promote the public health and welfare and the productive capacity of its population." In June 2004, the U.S. EPA proposed to classify Sacramento County in attainment of the federal PM_{2.5} standards (PDG 2006).

Pollutants are generally classified as either criteria pollutants or non-criteria pollutants. Federal and California ambient air quality standards have been established for criteria pollutants whereas no ambient standards have been established for non-criteria pollutants. For some criteria pollutants, separate standards have been set for different periods. Most standards have been set to protect public health. For some pollutants, standards have been based on other values (such as protection of crops, protection of materials, or avoidance of nuisance conditions). The criteria pollutants of greatest concern in the Sacramento County are carbon monoxide (CO), ozone, inhalable particulate matter less than 10 microns in diameter (PM₁₀), and fine particulate matter less than 2.5 microns in diameter (PM_{2.5}).

REGULATORY SETTING

As discussed in the *Initial Study and Mitigated Negative Declaration for the R Street Corridor Urban Design Guidelines and Special Planning District Amendments*, the project is subject to local, state, and federal air quality regulations (PDG 2006). Air quality management planning programs developed during the past decade have generally been in response to requirements established by the federal Clean Air Act. However, the enactment of the CCAA has produced additional changes in the structure and administration of air quality management programs in California.

Ozone

Ozone is not emitted directly into the air, but is formed by a photochemical reaction in the atmosphere. Ozone precursors, which include reactive organic gases (ROG) and nitrogen oxides (NO_x), react in the atmosphere in the presence of sunlight to form ozone. Because photochemical reaction rates depend on the intensity of ultraviolet light and air temperature, ozone is primarily a summer air pollution problem. Ozone is a respiratory irritant and an oxidant that increases susceptibility to respiratory infections and can cause substantial damage to vegetation and other materials.

State and federal standards for ozone have been set for a one-hour averaging time. The state one-hour ozone standard is not to exceed 0.09 parts per million (ppm). The federal one-hour ozone standard is 0.12 ppm, not to be exceeded more than three times in any three-year period. In addition, the federal government has an eight-hour ozone standard that was issued in July 1997, after the recognition of the day-long ozone exposure health impacts. This standard is set at a concentration of 0.08 ppm measured over eight hours.

Inhalable Particulate Matter

Health concerns associated with suspended particulate matter focus on those particles small enough to reach the lungs when inhaled. Few particles larger than 10 microns in diameter reach the lungs. Consequently, both the federal and state air quality standards for particulate matter apply only to particulate matter 10 microns or less in diameter (generally designated as PM₁₀). The California ambient air quality standards for PM₁₀ are 50 micrograms per cubic meter (µg/m³) as a 24-hour average, and 20 µg/m³ as an annual geometric mean. The federal PM₁₀ standards are 150 µg/m³ as a 24-hour average, and 50 µg/m³ as an annual arithmetic mean.

At the same time as the new standards for ozone were proposed, new standards for particulate matter less than 2.5 microns in diameter (generally designated as PM_{2.5}) were issued. PM_{2.5} is sometimes referred to as "fine particulate matter." The PM_{2.5} standards have been set at concentrations of 15 µg/m³ annually and 65 µg/m³ daily.

Carbon Monoxide

Carbon Monoxide (CO) is a public health concern because it combines readily with hemoglobin and thus reduces the amount of oxygen transported in the bloodstream. CO is an odorless, colorless gas that is formed by the incomplete combustion of fuels. Motor vehicles are the dominant source of CO emissions in most areas. High CO levels develop primarily during winter when periods of light winds combine with the formation of ground level temperature inversions (typically from the evening through early morning). These conditions result in reduced dispersion of vehicle emissions. Motor vehicle also exhibit increased CO emission rates at low air temperatures.

State and federal CO standards have been set for both one-hour and eight-hour averaging times. The state one-hour standard is 20 ppm by volume, while the federal one-hour standard is 35 ppm. Both state and federal standards are nine ppm for the eight-hour averaging period.

STANDARDS OF SIGNIFICANCE

The SMAQMD adopted the following thresholds of significance in 2002:

Ozone and Particulate Matter. An increase of nitrogen oxides (NOx) above 85 pounds per day for short-term effects (construction) would result in a significant impact. An increase of either ozone precursor, nitrogen oxides (NOx) or reactive organic gases (ROG), above 65 pounds per day for long-term effects (operation) would result in a significant impact (as revised by SMAQMD, March 2002). The threshold of significance for PM₁₀ is a concentration based threshold equivalent to the California Ambient Air Quality Standard (CAAQS). For PM₁₀, a project would have a significant impact if it would emit pollutants at a level equal to or greater than five percent of the CAAQS (50 micrograms/cubic meter for 24 hours) if there were an existing or projected violation; however, if a project is below the ROG and NOx thresholds, it can be assumed that the project is below the PM₁₀ threshold as well (SMAQMD, 2004).

Carbon Monoxide. The pollutant of concern for sensitive receptors is carbon monoxide (CO). Motor vehicle emissions are the dominant source of CO in Sacramento County (SMAQMD, 2004). For purposes of environmental analysis, sensitive receptor locations generally include parks, sidewalks, transit stops, hospitals, rest homes, schools, playgrounds and residences. Commercial buildings are generally not considered sensitive receptors. Carbon monoxide concentrations are considered significant if they exceed the 1-hour state ambient air quality standard of 20.0 parts per million (ppm) or the 8-hour state ambient standard of 9.0 ppm (state ambient air quality standards are more stringent than their federal counterparts).

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A

The proposed project will involve scraping and resurfacing to create a new roadway surface, install pedestrian walkways, provide for ADA-compliant improvements and bring lighting and drainage facilities up to current standards. The project is not intended to increase the amount of traffic in the area; therefore, the air quality would remain the same as between pre-construction and post-construction. The current air quality attainment status is summarized in the table below.

Table 3. State and Federal Attainment Status

Parameter	State	Federal
Ozone	Nonattainment	Nonattainment
PM ₁₀	Nonattainment	Nonattainment ¹
PM _{2.5}	Nonattainment	Nonattainment/Unclassified
CO	Attainment	Attainment
NO _x	Attainment	Attainment
Lead	Attainment	Attainment

¹ Air Quality meets the federal PM₁₀ standards; however, SMAQMD must submit a request for redesignation to attainment and submit a maintenance plan to be formally designated to attainment (SMAQMD 2006).

During construction, soils would be disturbed, construction equipment would be running and temporary road closures may occur. For construction period impacts, the SMAQMD has a threshold of significance set at 85 pounds per day for nitrogen oxides (NO_x). In general, it is assumed that the largest emissions would occur during grading/excavation activities. With a proposed project area of three city blocks, staying within the right-of-way, it is expected that NO_x would be at a level of approximately 52 pounds per day. This is below the 85 pounds per day threshold. Fugitive dust (PM₁₀ and PM_{2.5}) can also occur during construction due to soil disturbance. General construction mitigation measures should be implemented.

QUESTIONS B AND D

Land uses such as schools, hospitals, residences and convalescent homes are considered to be relatively sensitive to poor air quality. However, since project emissions of NO_x, ROG, PM₁₀ and CO are anticipated to be less than significant, it is not expected that concentrations will exceed any standards for sensitive receptors.

Objectionable odors may result during construction of the proposed project. Construction equipment and materials may emit odors perceptible to residents within the project vicinity; however, any construction-related odors would be localized to the immediate vicinity of construction operations, and would be temporary (occurring only during active construction). Therefore, the impact on sensitive receptors from pollutants and odor is considered less than significant.

QUESTION C

The project would not result in the alteration of air movement, moisture, or temperature, or in any change in climate, either locally or regionally over and above what is currently experienced in that area. Any impacts would be considered less than significant.

MITIGATION MEASURES

1. On-site unpaved areas shall be stabilized using water or a chemical stabilizer/suppressant.
2. All land clearing, grubbing, scraping, excavation, land leveling, grading and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking.

3. All operations shall limit or expeditiously remove the accumulation of mud and dirt from adjacent public streets at least once every 24 hours when operations are occurring. The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden.
4. Limit traffic speeds on unpaved roads to 15 miles per hour.

FINDINGS

The proposed project would result in less-than-significant impacts to air quality with the implementation of mitigation measures during the construction period.

TRANSPORTATION/CIRCULATION

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
Would the proposal result in:			
A) Increased vehicle trips or traffic congestion?			✓
B) Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✓
C) Inadequate emergency access or access to nearby uses?		✓	
D) Insufficient parking capacity on-site or off-site?			✓
E) Hazards or barriers for pedestrians or bicyclists?			✓
F) Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			✓
G) Rail, waterborne or air traffic impacts?			✓

ENVIRONMENTAL SETTING

R Street is classified as a local street in the City's General Plan. Major emergency routes do not use R Street, unless the emergency is located on R Street.

The current parking along R Street is sufficient between 10th and 11th streets, as the parking spaces are well defined and regulated by the City of Sacramento. The parking between 11th and 13th streets are not clearly defined and are not regulated by the City (pers. comm. T. Leon, 2006). This allows for an inefficient use of space for parking, as it is human nature to allow extra space between vehicles when parking without clearly marked spaces. During mid-day Monday through Thursday, the on-street parking available at a given time is between three and 19 percent. During the summer months, on-street parking available on Friday afternoons/evenings and Saturdays is approximately 15 percent availability (DKS Associates [DKS] 2006).

STANDARDS OF SIGNIFICANCE

The following *Standards of Significance* have been established in assessing the impacts of proposed projects on the transportation facilities (Source: *Traffic Impact Analysis Guidelines, Rev. July 19, 2002*).

- Roadways:*
- (1). An impact is considered significant for roadways when the project causes the facility to degrade from LOS C or better to LOS D or worse.
 - (2). For facilities that are already worse than LOS C without the project, an impact is also considered significant if the project increases the v/c ratio by 0.02 or more on a roadway.
- Signalized and unsignalized Intersections:*
- (1). An impact to the intersections is considered significant if the Project causes the LOS of the intersections to degrade from LOS C or better to LOS D or worse.
 - (2). For intersections that are already operating at LOS D, E, or F without the Project, an impact is significant if the implementation of the Project increases the average delay by 5 seconds or more at an intersection.
- Transit Facilities:*
- An impact is considered significant if the implementation of the project will cause one or more of the following:
- (1). The project-generated ridership, when added to the existing or future ridership, exceeds existing and/or planned system capacity. Capacity is defined as the total number of passengers the system of buses and light rail vehicles can carry during the peak hours of operation.
 - (2). Adversely affect the transit system operations or facilities in a way that discourages ridership (e.g. removes shelter, reduces park and ride).
- Bicycle Facilities:*
- An impact is considered significant if the implementation of the project will cause one or more of the following:
- (1). eliminate or adversely affect an existing bikeway facility in a way that discourages the bikeway use;
 - (2). interfere with the implementation of a proposed bikeway;
 - (3). result in unsafe conditions for bicyclists, including unsafe bicycle/pedestrian or bicycle/motor vehicle conflicts.
- Pedestrian Facilities:*
- An impact is considered significant if the project will adversely affect the existing pedestrian facility or will result in unsafe conditions for pedestrians, including unsafe pedestrian/bicycle or pedestrian/motor vehicle conflicts.
- Parking Facilities*
- A significant impact to parking would occur if the anticipated parking demand of the Project exceeds the available or planned parking supply for typical day conditions. However, the impact would not be significant if the Project is consistent with the parking requirements stipulated in the City Code.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A AND B

The proposed project would not impact the number of vehicles along R Street. The project would improve the safety of the area by providing bulb-outs at intersections on numbered streets, improving drainage and providing marked travel ways.

QUESTION C

The proposed project would not have an adverse effect on emergency response, planning, emergency access and risk exposure. The project is not within an area that is exposed to wild lands and wild land fires. The proposed project would have a beneficial impact for risk exposure, as the project will improve the safety of the corridor for pedestrian and vehicle traffic.

The proposed project will not change the capacity of the R Street travel lanes. Changing the capacity could result in changes in total vehicle trips. The improvements would not change capacity and would not generate new vehicle trips and no new congestion would result.

Traffic congestion and delays can occur during construction and can result in an adverse effect; however, these adverse effects can be avoided through standard construction period traffic management planning that includes timely notification of any road closures and detours to police and fire departments, and other emergency service providers.

QUESTION D

The R Street Improvement Project would reconfigure the parking areas with a mix of perpendicular and parallel spaces that are clearly defined. Parking would be defined and regulated between 11th and 13th streets, potentially increasing on-street parking. Tables 4 and 5 show the total numbers of proposed parking spaces.

Table 4. Total Parking Spaces on R Street

Block	Parallel		Perpendicular	
	North	South	North	South
10 th – 11 th	7	4	7	17
11 th – 12 th	0	5	20	0
12 th – 13 th	8	10	0	0

Table 5. Total Parking Spaces on 12th Street

Block	Parallel		Perpendicular	
	East	West	East	West
R – Alley	2	1	11	10

In all, within the three-block project area, parking would be increased to a total of 102 spaces and would ensure a more efficient use of space for parking. There would be some parking loss between 10th and 11th streets and on the south side of R Street between 12th and 13th streets; however, this is not considered a significant change, as the entire three-block area will contain 102 well defined, City-regulated parking spaces.

QUESTIONS E AND F

No existing or proposed bikeways would be impeded or removed as part of the proposed project. The project would improve pedestrian movement and access as discussed in the *Initial Study and Mitigated Negative Declaration for the R Street Corridor Urban Design Guidelines and Special Planning District Amendments*. Therefore, impacts to the safety of pedestrians and bicyclists would be less than the significant.

QUESTION G

The project is not adjacent to any rail line, waterway or airport, and would not result in uses that would generate significant rail, waterborne or air traffic. Therefore, the proposed project would result in a less-than-significant impact to these modes of transportation.

MITIGATION MEASURES

Prior to the start of construction, the contractor shall coordinate with the City of Sacramento Police and Fire departments, California Highway Patrol, and local public and private ambulance and paramedic providers in the area to prepare a Construction Period Emergency Access Plan. The Emergency Access Plan shall identify phases of the project and construction scheduling and shall identify appropriate alternative emergency access routes.

FINDINGS

The proposed project would result in less than significant impacts related to transportation with the incorporation of mitigation measures.

BIOLOGICAL RESOURCES

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
Would the proposal result in impacts to:			
A) Endangered, threatened or rare species or their habitats (including, but not limited to plants, fish, insects, animals and birds)?			✓
B) Locally designated species (e.g., heritage or City street trees)?		✓	
C) Wetland habitat (e.g., marsh, riparian and vernal pool)?			✓

ENVIRONMENTAL SETTING

Existing land uses immediately adjacent to R Street in the project study area consist mainly of industrial uses, with retail, restaurants, a theater, and redevelopment areas scattered throughout. The project area is paved and biological resources are limited to patchy ruderal vegetation and urban landscaping trees including some non-native oaks and several cypress trees. No native trees or shrubs occur in the project area; however, at least one tree has been identified by the City arborist as meeting the criteria for a heritage tree (pers. comm. D. Allen, 2006).

Wildlife species potentially occurring in the project area are those tolerant of a high degree of disturbance. Typical species would include western scrub jay, American crow, mourning dove, Brewer's blackbird and rock dove. The high level of disturbance and patchy, fragmented nature of the vegetation makes the project site of very low value to wildlife. However, the landscaping trees in the project area are large enough to potentially support nesting birds.

REGULATORY SETTING

Migratory Birds

California Department of Fish and Game (CDFG) codes (Sections 3503, 3513, and 3800) protect migratory birds from harassment or harm, and also protect their eggs and nestlings. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered a "taking" by CDFG.

Federal law also protects raptors, migratory birds, and their nests. The federal Migratory Bird Treaty Act (15 USC 703-711 and 16 USC Section 7.3, Supp I 1989), 50 CFR Part 21, and 50 CFR Part 10, prohibits killing, possessing or trading in migratory birds. Executive Order 13186 (January 11, 2001) requires that any project with federal involvement address impact of federal actions on migratory birds.

Invasive Species

Executive Order 13112 (February 3, 1999) directs all federal agencies to refrain from authorizing funding, or carrying out actions on projects that may spread invasive species. Other laws pertaining to the spread of noxious weeds include the Carlson-Foley Act of 1968 and the Federal Noxious Weed Act of 1974. Executive Order 13112 further directs federal agencies to prevent the introduction of invasive species, to control and monitor existing invasive species populations, restore native species to invaded ecosystems, research and develop prevention and control methods for invasive species, and promote public education on invasive species.

Trees (including Heritage Trees)

The City of Sacramento Code protects trees in general (12.56) as well as heritage trees (12.64) from construction and development impacts. A heritage tree, as defined in City Code 12.64.020, is:

- any tree with a trunk circumference of 100 inches or more, which is of good quality in terms of health, vigor of growth, and conformity to generally accepted horticultural standards of shape and location for its species;
- any native oak species *Quercus* sp. California buckeye (*Aesculus californica*), or western sycamore (*Platanus racemosa*), having a circumference of 36 inches or greater when a single trunk, or a cumulative circumference of 36 inches or greater when a multi-trunk;
- any tree 36 inches in circumference or greater in a riparian zone; or
- any tree, grove of trees, or woodland trees designated by resolution of the City Council to be of special historical or environmental value, or of significant community benefit (Prior Code 45.04.211).

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;
- Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands); or
- Violation of the Heritage Tree Ordinance (City Code 12.64.040).

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A AND B

The proposed project would not result in impacts to wetlands, special status species, or other significant biological resources.

Nesting Migratory Birds

If nesting migratory birds are discovered in the construction area, then the mitigation listed below will reduce the impact to less than significant. Nearby construction activities could potentially affect nesting migratory birds if construction occurred during the nesting season (February 1 – July 31). Potential impacts to nesting birds can be avoided by delaying construction in the immediate vicinity until the end of the nesting season. Alternatively, pre-construction surveys could be conducted to verify that the construction zone does not support nesting birds or that nearby construction activities would not adversely affect nesting birds.

Invasive Species

The proposed project is located in a built environment with few areas of open land. The roadside vegetation is ruderal and made up mainly of non-native species. Construction activities and inappropriate erosion control measures could result in the introduction and spread of noxious weeds and other invasive plants. Mitigation measure shall be used to ensure that no new invasive species are introduced into the proposed project location.

Trees (Including Heritage Trees)

No trees will be removed within the project area. The elm tree at the corner of R Street and 13th Street is considered a heritage tree (pers. comm. D. Allen, 2006).

QUESTION C

The proposed project does not contain any wetlands, or any soils or vegetation that indicate the presence of wetlands or waters of the US on the site. Therefore, impacts to these resources would be less than significant.

MITIGATION MEASURES

Nesting Migratory Birds

1. If construction cannot be scheduled for the non-breeding season (August 1-January 31), pre-construction surveys shall be conducted at all potential nest sites for nesting birds. Surveys shall be conducted by a qualified wildlife biologist.
2. If construction schedules are determined prior to the nesting season, the City may opt to place netting over trees and other potential nest sites, to eliminate the chance of nesting birds in the project vicinity.
3. Surveys shall be conducted no more than 14 days prior to the initiation of construction activities. These surveys will provide information on any nesting birds or will verify the netting eliminated nesting birds from the project vicinity.

4. The surveyor shall inspect all trees in the impact footprint and within a 164-foot (50-m) radius for nesting migratory birds.
5. If the surveyor deems that an active bird nest is close enough to the construction area to be disturbed, he or she shall (in consultation with CDFG) determine the extent of the construction-free buffer zone to be established around the nest.

Invasive Species

To avoid the introduction of new weeds in the project area, only certified weed-free imported material shall be used for temporary erosion control, such as sterile straw-wattles or weed-free, sterile rice straw.

Trees (Including Heritage Trees)

1. The City of Sacramento Arborist shall be consulted regarding the dimension of the tree wells for existing trees within the project area.
2. Prior to and during construction, the contractor shall comply with all permitting and mitigation requirements as specified by the City's Urban Forest Division, Department of Parks and Recreation to protect existing public trees (PDG 2006).
3. During construction, care shall be taken within the staging areas to assure that there are no impacts to existing trees. This includes allowing additional space between construction equipment and street trees, maintaining adequate light for the trees, and not interfering with the drainage and/or irrigation necessary for the tree to receive an adequate amount of water.

FINDINGS

With incorporation of the Mitigation Measures listed above, the impacts of the proposed project on biological resources would be less than significant.

ENERGY

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
Would the proposal result in impacts to:			
A) Power or natural gas?			✓
B) Use non-renewable resources in a wasteful and inefficient manner?			✓
C) Substantial increase in demand of existing sources of energy or require the development of new sources of energy?			✓

ENVIRONMENTAL SETTING

Other utility services in the R Street Roadway Improvement Area include electric, gas, telephone and cable television services. There are existing electrical and telephone supply lines along R Street, both underground and overhead.

Central City residents are served by AT&T for their local telephone needs, but have many choices for their long distance telephone needs including, but not limited to AT&T, Surewest, MCI and Sprint. Cable television is provided by Comcast Cable Company. Sacramento Municipal Utility District (SMUD) provides the area with electric service. Pacific Gas and Electric Company (PG&E) provides the area with gas service.

STANDARDS OF SIGNIFICANCE

Gas Service. A significant environmental impact would result if a project would require PG&E to secure a new gas source beyond their current supplies.

Electrical Services. A significant environmental impact would occur if a project resulted in the need for a new electrical source (e.g., hydroelectric and geothermal plants).

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A THROUGH C

The project improvements would not adversely affect energy resources nor would they increase consumption of energy resources. Impacts are considered less than significant.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The proposed project would result in less than significant impacts to energy resources.

HAZARDS

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<i>Would the proposal involve:</i>			
A) A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)?			✓
B) Possible interference with an emergency evacuation plan?		✓	
C) The creation of any health hazard or potential health hazard?			✓
D) Exposure of people to existing sources of potential health hazards?		✓	
E) Increased fire hazard in areas with flammable brush, grass, or trees?			✓

ENVIRONMENTAL SETTING

An ISA and *Limited Phase II Site Assessment* (Phase II) were conducted for this project by Blackburn Consulting (Blackburn Consulting 2006a, 2006b). The ISA included a review of the historic maps, aerial photographs, contacts with state, federal and local agencies and a site visit. The Phase II included soil sampling collection and analysis within the railroad alignment and near identified potentially hazardous sites. Samples were obtained from the upper two to three feet (0.6 – 1 m) beneath the existing pavement.

Potential Contamination Sites

Historic Railroad Tracks

The railroad tracks from the SPRR are located along R Street on the south side of the street and along the centerline. Railroad tracks are associated with potential contaminants including oil/grease, fossil fuel combustion products, wood treating chemicals such as creosote, fuels, herbicides and metals such as lead (Blackburn Consulting 2006a).

Import Fill

Historical research shows that near-surface soils within the project area are imported fill. Fill placement occurred in the late 19th and early 20th century as the downtown area of Sacramento matured. There is a potential for the fill to have elevated levels of potential contaminants, such as metals (Blackburn Consulting 2006a).

Palace Laundry, Southeast Corner of 13th and R

Palace Laundry burned in the 1960s. Historical laundry facilities often used chemicals identified as hazardous substances. Some contamination of the soil may have occurred from chemicals released during the fire (Blackburn Consulting 2006a).

WP Fuller Paints, Oils & Glass Co., 1731 10th Street, and Paints and Oils Warehouse, 1015 R Street

The two facilities were in operations as paints, oils and glass warehouse and store from approximately 1950 to 1964. Everyday store operations may have included storage, handling and disposal of potentially hazardous products, such as paints and solvents. No record of soil contamination was found (Blackburn Consulting 2006a).

Capitol Area Development, 1108 R Street

This property is listed on the U.S. Brownfield Database under the Voluntary Cleanup Program. Previous site activities included soil remediation at this location. According to the record search and the California Department of Toxic Substance Control (DTSC), the site was contaminated in a fire in the 1950s, which destroyed the existing warehouse. After remediation, eight feet (2.4 m) of fill was placed on the site. The warehouse was used as the State General Stores Warehouse and contained a paint shop in the northeast corner of the site and a paint storage area in the southwest corner. CADA submitted a remedial action work plan for voluntarily clean-up. This clean-up included transporting 5,000 cubic yards of Polycyclic Aromatic Hydrocarbons contaminated soil to a Class II Facility. DTSC certified the site as unrestricted land use (Blackburn Consulting 2006a).

Charley's ARCO, 1801 10th Street

This site contained three underground storage tanks installed in 1965 and 1977. These underground storage tanks were reported to contain gasoline and were installed without leak detection equipment. It is not clear if the tanks are still underground or if they have been removed (Blackburn Consulting 2006a).

REGULATORY SETTING

Hazardous materials and hazardous wastes are regulated by many state and federal laws. These include not only specific statutes governing hazardous waste, but also a variety of laws regulating air and water quality, human health and land use.

The primary federal laws regulating hazardous wastes/materials are the Resource Conservation and Recovery Act of 1976 (RCRA) and the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA). The purpose of CERCLA, often referred to as Superfund, is to clean up contaminated sites so that public health and welfare are not compromised. RCRA provides for "cradle to grave" regulation of hazardous wastes. Other federal laws include:

- Community Environmental Response Facilitation Act (CERFA) of 1992
- Clean Water Act
- Clean Air Act

- Safe Drinking Water Act
- Occupational Safety and Health Act (OSHA)
- Atomic Energy Act
- Toxic Substances Control Act (TSCA)
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

In addition to the acts listed above, Executive Order 12088, Federal Compliance with Pollution Control, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

Hazardous waste in California is regulated primarily under the authority of the federal RCRA of 1976 and the California Health and Safety Code. Other California laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup and emergency planning.

Worker health and safety and public safety are key issues when dealing with hazardous materials that may affect human health and the environment. Proper disposal of hazardous material is vital if it is disturbed during project construction.

STANDARDS OF SIGNIFICANCE

For the purposes of this document, 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
- expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A, C AND D

The proposed project would disturb soil under the existing roadway and up to the right-of-way line, or the face of a building or loading dock. In general, the upper three feet (1 m) of soil contains low concentrations of contaminants with levels that are at, or near, the regulatory action levels. These contaminants include lead and total petroleum hydrocarbons such as diesel and motor oil. Impacts would be less than significant as long as construction is limited to three feet (1 m) and all soil will remain on-site. In addition, the majority of the soil would be capped by concrete or pavement.

QUESTIONS B AND E

The proposed project site is within the Central City. It is not adjacent to wildlands and would not expose people to hazards associated with wildlands.

There may be delays and road closures during construction. This could result in a temporary impact to emergency response plans. Mitigation measures are provided to reduce the impacts during the construction of the proposed project.

MITIGATION MEASURES

Hazardous Materials

1. Any excess soil that must be taken off-site will need to be taken to a City-approved disposal facility. Because these soils have detectable concentrations of lead and total petroleum hydrocarbons, proper disposal is limited to a licensed facility at a Class II or Class III landfill.
2. If a formal "no further action" determination and regulatory oversight is necessary, then the Sacramento County Environmental Health Department, Hazardous Material Division will need to be included in this project and may require further sampling and analysis.

Hazards

1. Prior to the start of construction, the contractor shall coordinate with the City of Sacramento Police and Fire departments, California Highway Patrol and local public and private ambulance and paramedic providers in the area to prepare a Construction Period Emergency Access Plan. The Emergency Access Plan shall identify phases of the project and construction scheduling and shall identify appropriate alternative emergency access routes.
2. Prior to the start of construction, a public outreach program shall be established. As part of the public outreach program, a media communication plan shall be developed to ensure consistent and updated public information regarding the construction phases of the project. Public information releases regarding any closures shall be issued to all available media sources (newspapers, radio and television) to provide the public advance warning to closures and to notify the public of alternative routes.
3. Whenever feasible, temporary signage shall be installed notifying the public of closures or detours and the expected duration of the closure.

FINDINGS

The proposed project would result in less-than-significant impacts regarding hazards with the incorporation of mitigation measures.

NOISE

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<i>Would the proposal result in:</i>			
A) Increases in existing noise levels? Short-term Long Term		✓	✓
B) Exposure of people to severe noise levels? Short-term Long Term		✓	✓

ENVIRONMENTAL SETTING

Noise is defined as unwanted sound, and thus is a subjective reaction to characteristics of a physical phenomenon. The unit of sound level measurement is the decibel (dB). The decibel notation used for sound levels describes a logarithmic relationship of acoustical energy, for example, a doubling of acoustical energy results in an increase of three dB, which is considered barely perceptible. A 10-fold increase in acoustical energy equals a ten dB change, which is subjectively like a doubling of loudness. Table 6 provides decibel levels and their common noise source (pers comm. J. Brennan, 2006).

Table 6. Noise Levels of Common Noise Sources

Common Noise Source	Decibel (dB)
Threshold of pain	130
Jet aircraft take-off at 100 feet	120
Riveting machine at operators position	110
Shot-gun at 200 feet	100
Bulldozer at 50 feet	90
Diesel locomotive at 300 feet	80
Commercial jet aircraft interior during flight	70
Normal conversation speech at five to ten feet	60
Open office background level or light traffic	50
Background level within a residence	40
Soft whisper at two feet	30
Interior of a recording studio	20

Source: pers. comm. J. Brennan, 2006

Noise sources in the area are related to the light rail track running parallel to, and north of, R Street, traffic noise from R Street and the heavy rail freight line at 20th Street (PDG 2006).

STANDARDS OF SIGNIFICANCE

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

- Exterior noise levels at the proposed project which are above the upper value of the normally acceptable category for various land uses (SGPU DEIR AA-27) caused by noise level increases due to the project;
- Residential interior noise levels of L_{dn} 45 dB or greater caused by noise level increases due to the project;
- Construction noise levels not in compliance with the City of Sacramento Noise Ordinance;
- Occupied existing and project residential and commercial areas are exposed to vibration peak particle velocities greater than 0.5 inches per second due to project construction;
- Project residential and commercial areas are exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations; and
- Historic buildings and archaeological sites are exposed to vibration peak particle velocities greater than 0.25 inches per second due to project construction, highway traffic, and rail operations.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A AND B

The proposed project would not increase the vehicle capacity of R Street. The vehicle capacity on R Street and construction activities resulting from the proposed project would not cause the vibration peak particle velocities to be greater than 0.5 inches per second (pers. comm. J. Brennan, 2007). Therefore, there would not be an increase in long-term noise levels.

During construction, noise from construction activities would dominate the noise environment in the immediate area. Activities included in construction would include grading, paving and installing project elements using general construction equipment such as scrapers, backhoes and heavy trucks. Table 7 shows general construction equipment and their associated noise levels at 50 feet.

Table 7. Construction Noise Levels

Noise Level (dB) at 50 feet	Construction Equipment
88	Scraper
87	Bulldozer
88	Heavy Truck
85	Backhoe
85	Pneumatic Tools

Source: Cunniff 1977

The majority of the project area is made up of business neighbors. There are few residential land uses within the project area. Construction noise during the daytime hours is considered less than significant with the implementation of mitigation measures. Construction noise during the nighttime or weekend periods could result in significant noise impacts when being conducted near a residence. However, the remaining project area would not be occupied; therefore, no impact would occur.

MITIGATION MEASURES

The City of Sacramento has adopted a noise ordinance to reduce the impact of construction noise. Sacramento City Code Chapter 8.68 is used to limit noise from fixed sounds, including construction activities.

1. Residential properties only:
 - a. From 7 AM to 10 PM, the exterior noise standard shall be 55 dB.
 - b. From 10 PM to 7AM the exterior noise standard shall be 50 dB.
2. Construction activities are exempt from the City Noise Ordinance (Section 8.68.080) when activities are conducted between the hours of 7 AM and 6 PM, Monday through Saturday, and between 9 AM and 6 PM on Sunday (City Code 8.68.080).
3. The operation of any power saw, power planer, or other powered tool or appliance or saw or hammer, or other tool, so as to disturb the quiet, comfort or repose of persons in any dwelling, hotel, motel, apartment, or other type of residence, or of any person in the vicinity of operation of any pile driver, steam shovel, pneumatic hammer, derrick, steam or electric hoist or other appliance which is attended by loud or unusual noise is prohibited between the hours of 10 PM and 7 AM by the City's ordinance (PDG 2005).
4. Any residence within the R Street Improvement Project Area shall be notified prior to any nighttime or weekend construction activities.
5. To the extent possible, the nighttime or weekend construction activities should be limited to area of the project that are farthest away from any residences.

FINDINGS

The proposed project would result in less-than-significant impacts to the community noise environment with the incorporation of mitigation measures.

PUBLIC SERVICES

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:			
A) Fire protection?		✓	
B) Police protection?		✓	
C) Schools?			✓
D) Maintenance of public facilities, including roads?			✓
E) Other governmental services?			✓

ENVIRONMENTAL SETTING

Fire Protection

The project area is within the Central City and is served by the City of Sacramento Fire Department (SFD) Battalion #1. SFD Battalion #1 is responsible for seven fire stations. The nearest location is located at 624 Q Street and houses an engine and medic (PDG 2006).

Police Services

The area is served by the City of Sacramento Police Department District 3, Beat 3A, and is served by the William J Kinney Police Facility – North Area. The headquarters for the North Area is at 3550 Marysville Boulevard.

Public Schools

The project area is served by the Sacramento City Unified School District. Students from kindergarten to sixth grade are served by William Land Elementary School, which is operated year-round and is located at 2120 12th Street. Sutter Middle School is located at 3150 I Street and serves students in seventh through eighth grades. CK McClatchy High School is located at 3066 Freeport Boulevard and serves students from ninth through twelfth grades. In addition there are several specialized high schools that take students throughout the district as well as charter schools. The specialized school nearest the R Street project area is the Health Professions High School located at 451 McClatchy Way, while the closest charter high school is The Met Sacramento which is located at 810 V Street (Sacramento City Unified School District 2006).

Parks and Recreation

The project area is within the City of Sacramento Parks and Recreation Department. The City has a Parks Master Plan from 1989 and is currently in the process of updating this plan. The City of Sacramento Parks and Recreation Master Plan Update 2005-2010 (City of Sacramento [City] 2005) is currently under review for adoption.

The parks in closest proximity to the project include Southside Park (2115 6th Street), Roosevelt Park (1615 9th Street) and Fremont Park (1515 Q Street). Both Fremont and Roosevelt parks are 1.2 hectares (3.05 acres), while Southside Park is 8.1 hectares (20 acres) (City 2004a).

STANDARDS OF SIGNIFICANCE

For the purposes of this report, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection, school facilities, roadway maintenance, or other governmental services.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A THROUGH E

R Street is not a major arterial through the Central City, but rather it is classified as a local street. The proposed project would not have an adverse effect on emergency response, planning, emergency access and risk exposure. The project is not within an area that is exposed to wild lands and wild land fires. The proposed project would have a beneficial impact for risk exposure, as the project will improve the safety of the corridor for pedestrian and vehicle traffic.

Traffic congestion and delays can occur during construction and can result in a significant impact; however, these impacts can be avoided through standard construction period traffic management planning that includes timely notification of any road closures and detours to police and fire departments, and other emergency service providers.

The project would not impact government facilities or require construction of new government facilities. There is one state-run facility within the project area. The ingress and egress of the facility's parking area may be temporarily altered during construction. Project construction activities may also cause temporary disruption of public transit services. These impacts are considered less than significant with the incorporation of mitigation measures.

MITIGATION MEASURES

1. Prior to the start of construction, the contractor shall coordinate with the City of Sacramento Police and Fire departments, California Highway Patrol and local public and private ambulance and paramedic providers in the area to prepare a Construction Period Emergency Access Plan. The Emergency Access Plan shall identify phases of the project and construction scheduling and shall identify appropriate alternative emergency access routes.
2. Prior to the start of construction, the contractor shall coordinate with affected school districts to provide for alternative safe routes to schools for students.

R STREET IMPROVEMENT PROJECT: 10TH STREET TO 13TH STREET
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

3. Prior to the start of construction, the contractor shall coordinate with public transit providers to relocate transit stops affected by construction and to provide advance notice to transit users.

FINDINGS

The proposed project would result in less-than-significant impacts to public services with the incorporation of mitigation measures.

UTILITIES

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<i>Would the proposal result in the need for new systems or supplies, or substantial alterations to the following utilities:</i>			
A) Communication systems?			✓
B) Local or regional water supplies?			✓
C) Local or regional water treatment or distribution facilities?			✓
D) Sewer or septic tanks?			✓
E) Storm water drainage?			✓
F) Solid waste disposal?			✓

ENVIRONMENTAL SETTING

Water

The City provides water to the majority of the people within the city limits. Municipal water is received from the American and Sacramento rivers. Surface water is treated at two facilities, E.A. Fairbairn Water Treatment Plant (FWTP) and the Sacramento River Water Treatment Plant (SRWTP). In 2004, the FWTP processed 200 million gallons per day of water for domestic uses, while the SRWTP processed 110 million gallons per day. These two water treatment plants also maintain on-site storage in case of emergencies, totaling more than 32 million gallons of water (City 1999, 2004b).

The City operates 28 active municipal groundwater wells. These wells are used to contribute to the water supply during peak days and can process between 24 and 30 million gallons of water per day (City 2004b).

The City maintains nine enclosed water storage reservoirs that are used to meet water demands for fire flows, emergencies, and peak hours when the City exceeds the maximum day supply rates. These reservoirs total 39 million gallons of water (City 1999, 2004b).

Sewer

The Central City is located within the City of Sacramento Combined Sewer System area (CSS). The CSS area encompasses approximately 2,833 hectares (7,000 acres) in the City's downtown and southern sections. This is a 100-year-old sewer system which carries both wastewater and storm water through a common conveyance system. During heavy rainfall events, the combined sewer system has historically overflowed into City streets and/or the

Sacramento River. Additional sanitary and storm water inflows caused by increased development may increase overflow and localized flooding problems (PDG 2006). Increased storage for this system was completed in July 2006 within the project area to support new residential development as called for in the adopted R Street Corridor Plan.

Drainage

The City of Sacramento has obtained a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board (SWRCB). This permit requires that the City employ Best Management Practices (BMPs) in order to reduce pollutants found in urban storm runoff. BMPs are approved by the Sacramento Department of Utilities (PDG 2006).

The R Street project area does not have adequate drainage and is subject to occasional ponding and flooding during storm events. The R Street Urban Design Plan provides measures to accommodate new standards for streetscape improvements. The guidelines include new gutters and direct drainage to intersections where existing drop inlets and drainage facilities are located (PDG 2006).

STANDARDS OF SIGNIFICANCE

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

- Result in a detriment to microwave, radar, or radio transmissions;
- Create an increase in water demand of more than 10 million gallons per day;
- Substantially degrade water quality;
- Generate more than 500 tons of solid waste per year; or
- Generate stormwater that would exceed the capacity of the stormwater system.

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A

The project would not result in the need for new communications systems or result in a detriment to existing microwave, radar or radio transmissions. Therefore, a less than significant impact to communication systems is expected.

QUESTIONS B THROUGH F

As part of a separate project, the City upgraded the current water main system and storage capacity of the combined sanitary sewer system, a single transmission system that serves both storm water run-off as well as waste water. The City received state funding (Workforce Housing-Jobs Balance Grant Funds) to improve the capacity of the storm drainage system by installing larger capacity pipelines and a large detention basin to manage flows from existing land uses and anticipated redevelopment projects in the area. This increased storage capacity was completed to mitigate the additional sewer flows that would be generated by the anticipated R Street redevelopment projects. The project included a new water main and fire hydrants and

was completed in July 2006. It was the first of several planned infrastructure projects within the R Street corridor.

R Street is currently below the drainage standards. This project would regrade the area and provide valley gutters to bring the street drainage up to current standards. The R Street Improvement Project would not require new or expanded facilities because the City increased capacity for the combined sanitary sewer system under a separate project in anticipation for redevelopment project in the area.

The California Integrated Waste Management Act of 1989 (AB 939) mandates that cities develop source reduction and recycling plans. The goal of AB 939 is to require cities to divert 50 percent of the waste stream from going to the landfills by the year 2000. To comply with AB 939, the City of Sacramento's Comprehensive Zoning Ordinance has provisions pertaining to solid waste recycling. The plan requires that all non-residential and residential development prepare and submit a recycling program with the planning application and before issuance of a building permit. The project will be required to comply with the City's Ordinance (Chapter 17.72) on solid waste recycling as a condition of approval, reducing the demands on the City's landfills, and resulting in a less than significant impact on solid waste disposal.

MITIGATION MEASURES

No mitigation is required.

FINDINGS

The proposed project would result in less-than-significant impacts to utilities.

AESTHETICS, LIGHT AND GLARE

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
Would the proposal:			
A) Affect a scenic vista or adopted view corridor?			✓
B) Have a demonstrable negative aesthetic effect?		✓	
C) Create light or glare?			✓
D) Create shadows on adjacent property?			✓

ENVIRONMENTAL SETTING

The project area has an industrial feel to it. The City considers R Street to have inadequate street lighting. There is some street lighting currently and security lighting for the businesses and their associated loading docks.

STANDARDS OF SIGNIFICANCE

Shadows. New shadows from developments are generally considered to be significant if they would shade a recognized public gathering place (e.g., park) or place residences/child care centers in complete shade.

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

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

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A, B AND D

The proposed project would not obstruct views from any scenic highway or roadway, and the project site is not located within the viewshed of a federal or state scenic highway. The project site does have historic buildings; however, the proposed project would not block views to or from these buildings. The proposed project would maintain the industrial feel of R Street.

The proposed project is designed to enhance the existing industrial feel of the corridor, while providing necessary improvements. No structures would be added to the project area, therefore no shadows would be cast. Impacts would be less than significant.

QUESTION C

The proposed project would add lighting to the street edge or the back of the walkway in order to bring R Street up to City standards for street lighting. This street lighting would be installed in accordance with city standards, while keeping the industrial feel of the R Street Corridor. This lighting would not affect day or nighttime views of the area since the area is within the central city. Any impacts due to light or glare are considered to be less than significant.

MITIGATION MEASURES

1. Walkways shall be provided with minimal visual intrusion into the R Street right-of-way and shall be stained and scored to minimize distraction from the industrial nature of the corridor. Bulb-outs shall be contained to numbered street and walkway extensions will be used on R Street, but shall be limited to corners with adjacent parking where pedestrian visibility is required and shall protrude less than six (6) feet into R Street. Walkway extensions shall be constructed to maintain the industrial feel of R Street with squared 90-degree corners and shall not have landscaping.
2. Street lighting shall be installed that would be compatible with the industrial nature of the R Street project area. The lighting shall be positioned on the edge of the street or back of the walkway.

FINDINGS

The proposed project would result in less-than-significant impacts to aesthetics, light and glare.

CULTURAL RESOURCES

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<i>Would the proposal:</i>			
A) Disturb paleontological resources?			✓
B) Disturb archaeological resources?		✓	
C) Affect historical resources?		✓	✓
D) Have the potential to cause a physical change which would affect unique ethnic cultural values?		✓	
E) Restrict existing religious or sacred uses within the potential impact area?			✓

ENVIRONMENTAL SETTING

An *Historic Property Survey Report/Historic Resource Evaluation Report/Archaeological Survey Report* (HPSR/HRER/ASR) was prepared for this project (PAR 2007b, Roland 2007, Tremaine and Assoc. 2007). Preparation of the documents included conducting site visits, completing record searches at the North Central Information Center, the Sacramento Archive and Museum Collection Center, and the California State Railroad Museum Archive, and contacting state and local agencies, as well as nearby Native American tribes.

The area studied for cultural resources is the Area of Potential Effects (APE). The archaeological APE extends along the existing right-of-way from the west side of 10th Street east to the east side of 13th Street along R Street. The architectural APE includes properties where construction activities would occur adjacent to the building face. The APE follows the right-of-way lines in all other areas between the west side of 10th Street and east to the east side of 13th Street along R Street.

There are no identified prehistoric or historical archaeological sites within the archaeological APE. Several archaeological resources occur near the project area. Tremaine & Associates compared historic maps with the APE. An 1859 map shows swampland near the City Center. A long finger of dry, high ground between branches of swampland occurred in the project area. This high ground is associated with other prehistoric deposits and appears to be a favorable location for prehistoric inhabitants (Tremaine & Associates 2007).

There is one resource within the architectural APE. The R Street Corridor Historic District includes seven buildings, the industrial streetscape, and the Southern Pacific Railroad (SPRR) track (located in the center of R Street) and siding track (located on the south side of the street, adjacent to the loading docks and loading areas of the buildings). The center tracks are bordered with stone curbing in some intersections along the route.

There are no properties that are currently listed on the National Register of Historic Places (National Register) or the California Register of Historic Properties (California Register) within the APE. The R Street Corridor Historic District is a city-designated historic district within the APE. There is one historic property within the APE that has been determined eligible for listing in the National Register of Historic Places, meets California Register of Historic Resources criteria and is considered an historic resource under CEQA: the R Street Corridor Historic District. The State Historic Preservation Officer concurred with this determination of eligibility on January 28, 2008 (Appendix B).

The R Street Corridor Historic District, located on R Street between 10th and 13th streets, consists of seven contributing buildings, the SPRR tracks and the historic streetscape. Contributing properties include the following:

- *The Rochdale Building* 1801 11th Street, constructed in 1907;
- *The Sacramento Warehouse Company Building* 1108 R Street, constructed in 1914 (also known as the CADA Warehouse);
- *W. P. Fuller Building*, 1015-1021 R Street, constructed as a warehouse facility circa 1917;
- *Piggly Wiggly Warehouse* 1113-1119 R Street, constructed as a warehouse facility in 1917 and 1921;
- *U.S. Rubber and Tire Building* 1026 R Street, built in 1920;
- *Garage* 1213 R Street, built around 1917;
- *Firestone Tire Warehouse* 1811 12th Street, built in 1945;
- *Southern Pacific Railroad and siding* 10th through 13th Street, 1903-1950; and
- R Street Streetscape.

The District is associated with the industrial development of the City of Sacramento. R Street served as the principal industrial area of the City in the period from 1907 to 1950. It was the largest industrial zone within the city limits and is the most complete example of this type of economic activity remaining in Sacramento. R Street and the identified potential District played an important role in establishing the City as a center of manufacturing and distribution for the upper Central Valley. The period of significance, 1907 to 1950, extends from the construction of the first warehouse building within the District to the end of the District's active life as a center of the local industrial economy. The boundary of the historic district might extend beyond the APE used for this effort; however, evaluation of properties to the east and west of the designated district was not within the scope of this project.

History

R Street is a former industrial corridor and an important route in the California railroad history (Roland-Nawi 2007). In the first years of the California gold rush, freight and supplies were moved from the ports of San Francisco up the Sacramento River where they were unloaded and carried by freight wagons to the mining towns in the Sierra foothills. Road were poor and at

times nearly impassable. Planning for a railroad from the Sacramento River to the foothills began in 1852. The line, planned with an eventual destination of Marysville, was initially constructed from Sacramento to Negro Bar (Folsom). The SVRR line along R Street was on an elevated levee that also served as flood protection for the City. In January, 1856, the first train of the Sacramento Valley Railroad (SVRR) left the City of Sacramento and pulled into Folsom (Roland-Nawi 2007).

The SVRR was sold to the Central Pacific Railroad in 1865 and in 1884 this line, including R Street, became the SPRR. The City levee along R Street became obsolete in the early 20th century, after the construction of a new levee a few blocks south. In 1903 the SPRR removed the levee and rebuilt the railroad at street grade. The tracks along R Street were kept in operation by the SPRR into the 1970s or early 1980s.

The R Street corridor had established businesses by 1885; however, it was not until after 1903 that the R Street corridor developed into the City's principle industrial and warehouse district. By 1911, the *Sacramento Bee* announced that Sacramento was becoming a city of factories, and by 1914, the *Sacramento Bee* acknowledged that R Street would be developed as an industrial district (Roland-Nawi 2007). Within the project area the first warehouse was constructed along the corridor in 1907; the last in 1945. Today, the large warehouses, rails down the center of the corridor, lack of formal sidewalks, curbs and gutters, and minimal landscape are still evident of the industrial history of the R Street Corridor.

REGULATORY SETTING

Cultural resources, as used in this document, refer to historic and archaeological resources. The primary laws dealing with historic and archaeological resources include:

The National Historic Preservation Act (NHPA), as amended, sets forth national policy and procedures regarding "historic properties" – that is, districts, sites, buildings, structures and objects included in or eligible for inclusion in the National Register of Historic Places.

Section 106 of the NHPA requires federal agencies to consider the effects of their undertakings on such properties, following regulations issued by the Advisory Council on Historic Preservation (36 CFR 800).

The Native American Graves Protection and Repatriation Act (NAGPRA) addresses the rights of lineal descendants, Indian tribes, and Native Hawaiian organizations to Native American human remains and certain cultural items with which they are affiliated, and directs federal agencies and federally assisted museums to identify and repatriate the cultural affiliation of Native American human remains and related cultural items in holdings or collections under their possession or control.

Under California law, cultural resources are protected by **CEQA**, as well as **Public Resources Code Section 5024.1**, which established the California Register of Historic Places. Section 5024.5 requires state agencies to provide notice to, and to confer with, the State Historic Preservation Officer (SHPO) before altering, transferring, relocating or demolishing historic resources.

Under **Chapter 17.134 of the City of Sacramento Municipal Code**, historic preservation work within designated historic districts or involving landmarks require City preservation review. For the proposed project, Preservation Commission review is required.

STANDARDS OF SIGNIFICANCE

Cultural resource impacts may be considered significant if the proposed project would result in one or more of the following:

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

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A AND B

There are no identified prehistoric or historical archaeological sites within the archaeological APE. Several archaeological resources occur near the project area. There is a possibility that grading activities or excavation during construction could disturb unknown archaeological or paleontological resources beneath the surface. The following mitigation measures will ensure that impacts to archaeological or paleontological resources are less than significant.

QUESTIONS C AND D

The seven buildings that contribute to the Historic District were all constructed after 1903 when the 1854 R Street levee and the original SVRR/SPRR tracks were removed and new tracks laid at street grade. These tracks made the delivery of freight to individual buildings more efficient, and influenced the subsequent development of the R Street Corridor. These tracks were first used in 1903 and continued to operate into the 1970s or early 1980s. The tracks and siding are important historic resources for the R Street Corridor.

Building construction spans four decades of development along R Street. The warehouse buildings, the tracks and the streetscape create the impression of an industrial area that is visually, aesthetically and architecturally distinct from its surrounding city neighborhoods. There are seven buildings within the APE that are more than 50 years old (Roland 2007).

Despite a wide span in construction dates, the contributing buildings share the common architectural characteristics of rectangular plans, flat roofs, brick construction, industrial metal frame windows, metal canopies and concrete loading docks. Although simple in conception, the size, massing and arrangement of these buildings provides the area with a marked visual coherency. The three block area of R Street between 10th and 13th streets possesses a significant concentration of buildings and structures that are united historically by their physical development and commonality of purpose and function (Roland 2007).

Construction activities could have an effect on cultural resources; however, with the special provisions described in the project description, the impacts would be less than significant.

QUESTION E

The proposed project would not restrict existing religious or sacred uses within the impact area. Once construction is complete, the project area would continue with the current land uses. There is no impact under the proposed project alternative.

MITIGATION MEASURES

1. Replace the existing asphalt concrete with portland cement concrete. The 10th and 13th Street intersections will be reconstructed with asphalt concrete pavement.
2. Walkways shall be limited to a four-inch-high curb to match existing walkways within the corridor and minimize the visual effect of curbs.
3. All concrete walkways shall be stained and score to reduce the visual impact, and will conform to the street appearance and maintain the industrial feel of the district.
4. Lighting shall be provided that is compatible with the industrial feel of the district and positioned at the edge of the street or back of the walk.
5. Bulb-outs required for ADA compliance shall be designed to minimally impact the industrial feel of the corridor. Six-foot bulb-outs will be used on numbered streets. Walkway extensions will be used on R Street but will be limited to corners with adjacent parking where pedestrian visibility is required and will be less than six feet with squared 90-degree corners.
6. Existing trees shall be left in place. Locations where trees existed during the period of significance, as seen in historic photographs, shall be replanted with similar trees that mirror existing historic trees on the corridor. Areas now planted in lawn on R Street, such as the northwest corner of R and 11th streets, shall be replaced with scored concrete walkways to blend with the remainder of the corridor.
7. Granite curbstones presently covered with asphalt shall be exposed, cleaned and cast in place into the concrete roadway sections. An archaeologist shall document the location of the curbstones and other features during construction. Once the curbstone sections are exposed any damaged or missing stones may be replaced in kind, if economically feasible, using like material. If the asphalt cannot be cleaned off the exposed surface the stones shall be rotated so clean surfaces would be exposed in the intersections.
8. Distorted rails shall be replaced in kind, if economically feasible, using like material. Rails currently covered with asphalt shall be cleaned and exposed. Rails may have been removed in some intersections. Missing tracks would not be replaced as part of this project.
9. An archaeological monitor shall be retained on-site during subsurface excavations below the current road base. These areas were historically high ground and are sensitive for prehistoric remains. The archaeological monitor shall be authorized to stop work and investigate any subsurface historic or cultural materials that are exposed by the excavation. In the event that cultural or potentially cultural materials are encountered during excavation activities, work shall cease within 100 feet of the find until an archaeologist can assess the significance of the find. If the find is prehistoric in nature the Native American Heritage Commission (NAHC) shall be consulted. Tribal representatives as referred by the NAHC shall be included in the consultation process. If necessary, further mitigation measures may be developed and implemented by the qualified archaeologist and the tribal representative.

10. If human or potentially human remains are found, the work shall cease immediately and the County Coroner contacted without hesitation. The Coroner will notify the NAHC if the remains are determined to be Native American and the NAHC will notify the person or tribe believed to be the most likely descendant (CEQA Section 15064.5, Health and Safety Code Section 7050.5, Public Resources Code Section 5097.94 and 5097.98). An archaeologist and the tribal representative shall work with the contractor to develop a program for re-interment of the human remains and any associated artifacts. No additional work shall occur in the immediate vicinity of the find until appropriate actions have been carried out.

11. All equipment used during improvements shall be located a safe distance from historically significant buildings so any equipment arms or attachments cannot reach the building. Hay bales shall be stacked three rows high along the faces of the buildings to a height of six feet and high visibility flagging shall be hung to protect the building and canopies from the equipment operations, when construction is with 10 feet of a building.

12. A hand-held hydraulic jack hammer shall be used to break existing concrete into pieces within three feet of building faces. The broken concrete shall then be removed by hand. The building face shall be protected by a foam board, generally used for insulation, that is a minimum of one-inch thick.

13. Small ride-on machinery shall be used to compact the ground within five feet of building faces. Hay bales shall be stacked three rows high along the faces of the buildings to a height of six feet for work performed more than five feet away from the buildings and high visibility flagging will be hung on existing canopies. A vibrator plate tamper shall be used to compact material within five feet of the building face. The building face shall be protected with a minimal one-inch-thick foam board.

14. New concrete walkways shall be separated from existing structures by a 0.5-inch fiber expansion joint. The existing building faces and loading docks shall be protected with plastic sheeting to prevent concrete from splattering onto the existing fabric.

FINDINGS

On March 14, 2008, the State Historic Preservation Officer concurred that elements of the historic district in the architectural APE would not be adversely effected (Appendix B). With the incorporation of the above mitigation measures, the project is determined to have a less-than-significant impact on cultural resources.

MANDATORY FINDINGS OF SIGNIFICANCE

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
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?			✓
B. Does the project have the potential to achieve short-term, to the disadvantage of long-term environmental goals?			✓
C. 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.)			✓
D. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? Disturb paleontological resources?			✓

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A

With the incorporation of mitigation measures, the project would not 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, or threaten to eliminate a plant or animal community. The project would not impact rare or endangered wildlife species, or eliminate important examples of the major periods of California history or prehistory.

QUESTION B THROUGH D

Under the proposed project, the improvements to R Street between 10th and 13th streets would improve vehicular and pedestrian safety, bring lighting and drainage systems up to current standards, and bring the pedestrian walkways into ADA compliancy. The proposed project would not result in cumulative effects and would improve traffic circulation, public services, parking, and pedestrian and vehicular safety. This will be beneficial when planned redevelopment projects are completed in the R Street corridor. The proposed project would result in less-than-significant impacts with mitigation incorporation.

With implementation of the mitigation measures described in this document, the project would not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

	Land Use and Planning	✓	Hazards
	Population and Housing	✓	Noise
✓	Seismicity, Soils and Geology	✓	Public Services
	Water		Utilities and Service Systems
	Air Quality	✓	Aesthetics
✓	Transportation/Circulation (Parking)	✓	Cultural Resources
✓	Biological Resources		Recreation
	Energy and Mineral Resources		Mandatory Findings of Significance
	None Identified		

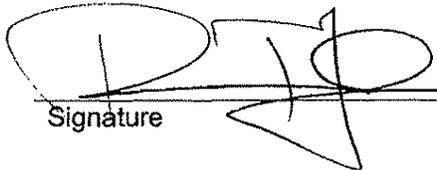
SECTION V - DETERMINATION

On the basis of the initial evaluation:

I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

- I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because the project-specific mitigation measures described in Section III have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.


Signature

3/28/08
Date

Tom Buford
Printed Name

LIST OF PREPARERS

The following is a listing of principal contributors involved in preparing the Initial Study (IS).

PAR ENVIRONMENTAL SERVICES, INC.

James Gary Maniery, M.A., is Director of Environmental Planning at PAR Environmental Services, Inc. He earned a Master of Arts in Anthropology and Bachelors of Arts in Environmental Studies from Sacramento State University. Mr. Maniery also possesses a Certificate in Environmental Management and Auditing from the University of California, Davis. Mr. Maniery has 30 years of professional experience, 20 of which have focused on transportation planning in Northern California. Mr. Maniery was responsible for overseeing the environmental process for this project.

Christa Redd, M.S., is a Senior Environmental Planner with PAR Environmental Services, Inc. She earned a Master of Science in Environmental and Natural Resources from the University of Nevada, Reno and a Certificate in Land Use and Environmental Planning from the University of California, Davis. Ms. Redd has over seven years of experience in environmental planning, mainly involving transportation projects throughout Northern California. Ms. Redd served as project manager for this project as well as author for the Initial Study, Community Impact Assessment and the Biological Memorandum.

Mary Maniery, M.A., is the President of PAR Environmental Services, Inc. She earned her Master of Arts in Anthropology from California State University, Chico. Ms. Maniery is a registered Professional Archaeologist, specializing in historical archaeology in the west, with 30 years of experience.

Jennifer Moore, B.S., is a Senior Environmental Planner with PAR Environmental Services, Inc. She earned her Bachelors of Science degree in Anthropology from the University of California, Davis. Ms. Moore served as environmental coordinator and co-author of the Initial Study.

OTHER CONSULTANTS

Carol Roland, Ph.D., is principal of Roland-Nawi Associates: Preservation Consultants. She holds a Ph.D. in History from the University of California, Riverside. Ms. Roland has over 25 years of experience. She served as Senior Environmental Planner for the California Department of Transportation, Historian II for the State Office of Historic Preservation, and historian in the Cultural Resource Management Division of the California State Parks. Ms. Roland served as cultural resource project manager for this project, as well as prime author for the Historic Resource Evaluation Report and Historic Property Survey Report.

Kim Tremaine, is principal of Tremaine & Associates. Ms. Tremaine holds a Master of Arts in Cultural Resource Management from Sonoma State University and has advanced to candidacy for a Ph.D in Anthropology at the University of California, Davis. She has over 20 years of experience preparing archaeological surveys and archaeological resource reports. Ms. Tremaine served as archaeology project manager and co-author of the Archaeological Survey Report and the Historic Property Survey Report.

R STREET IMPROVEMENT PROJECT: 10TH STREET TO 13TH STREET
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Michael Avina, J.D., is a staff archaeologist at Tremaine & Associates. He holds a Bachelor of Arts in Anthropology and a Juris Doctor Degree from the University of California, Davis. Mr. Avina has over 10 years of experience in prehistoric archaeology. Mr. Avina served as archaeological specialist for this project and was the main author of the Archaeological Survey Report and co-author of the Historic Property Survey Report.

REFERENCES CITED

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2004b The City of Sacramento 65th Street Infrastructure Needs. January 2004.

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Cunniff, Patrick

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DKS Associates (DKS)

2006 Central City Parking Master Plan – Final Report. September 2006.

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2007 Community Impact Assessment for the R Street Improvement Project, 10th to 13th Streets. April 30, 2007.

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2006 Initial Study and Mitigated Negative Declaration for the R Street Corridor Urban Design Guidelines and Special Planning District Amendments. June 2006.

R STREET IMPROVEMENT PROJECT: 10TH STREET TO 13TH STREET
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

2005 Draft Initial Study and Mitigated Negative Declaration for the R Street Corridor Urban Design Plan and Phase I Streetscape Improvements. December 2005.

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PERSONAL COMMUNICATION

Allen, Dana. Internal City email between City Planners and the City Urban Forest Service's Arborist. December 12, 2006. The City Arborist responded to Ms. Allen's inquiry that the elm tree on the corner of 13th and R streets has been inspected and it meets heritage tree criteria. The tree has no significant structural defects that warrant removal. This project should be designed to keep this tree.

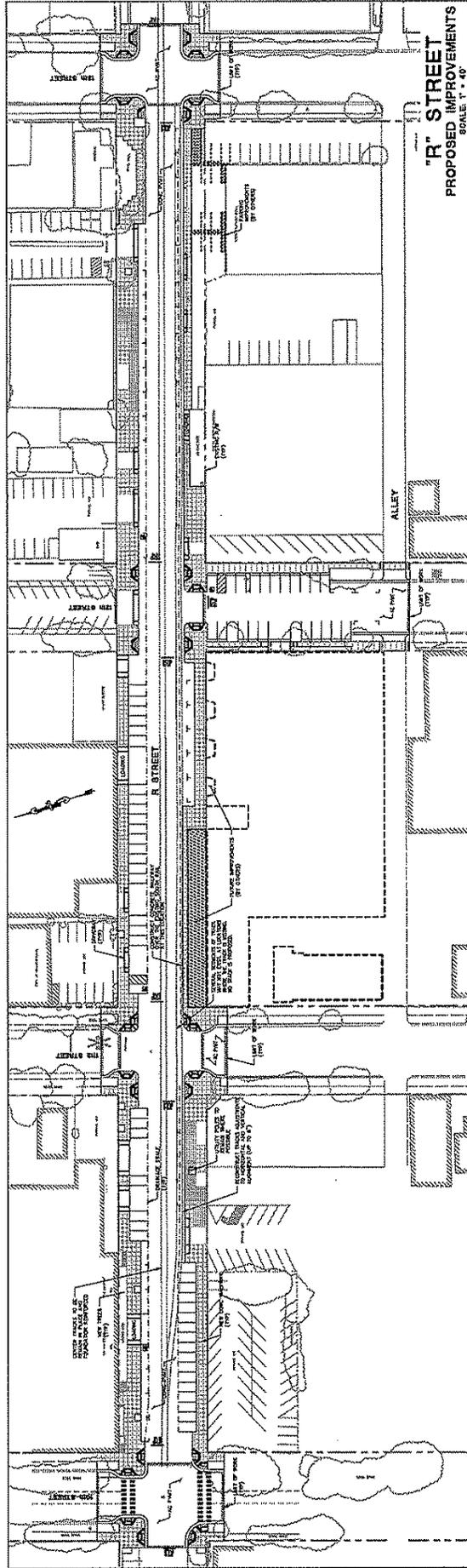
Brennan, Jim. Conversation with Jim Brennan of j.c. brennan associates on December 12, 2006. Mr. Brennan discussed the definitions of noise terms, along with general noise levels and their associations. He also discussed the noise levels for traditional construction equipment.

Conversation between Jim Brennan of j.c. brennan associates and J.G. Maniery on November 16, 2007. Mr. Brenna discussed the threshold for peak particle velocities.

Leon, Todd. Email to Zuhair Amawi at the City of Sacramento from Todd Leon of CADA on July 26, 2006. Mr. Leon prepared a parking survey of the project area on two separate days, two times each around the lunch time hours. He provided the approximate number of parking spaces and total number of occupied spaces.

APPENDIX A

Project Geometrics



APPENDIX B

***State Historic Preservation Officer
Eligibility Concurrence Letters***

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

P.O. BOX 942898
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www.ohp.parks.ca.gov

March 14, 2008

Reply To: FHWA071024A

Gregory P. King
Chief, Cultural and Community Studies Office
Division of Environmental Analysis
Department of Transportation
PO Box 942874
Sacramento, CA 94274-0001

Re: Finding of No Adverse Effect for the Proposed Improvement Project on R Street in Sacramento, CA

Dear Mr. King:

Thank you for consulting with me about the subject undertaking in accordance with the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California (PA)*.

The California Department of Transportation is requesting my concurrence that a finding of no adverse effect is appropriate for this undertaking. Based on my review of the submitted documentation, I concur with this finding. I do however recommend that Caltrans consider using a less obtrusive color than yellow for the three by six foot truncated warning tile near the edge of the street.

Thank you for considering historic properties as part of your project planning. If you have any questions, please contact Natalie Lindquist of my staff at your earliest convenience at (916) 654-0631 or e-mail at nlindquist@parks.ca.gov.

Sincerely,

Lusana K Stratton for

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

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January 28, 2008

Reply To: FHWA071024A

Susan D. Bauer
Chief, Office of Environmental Management M1
Caltrans District 3
703 B Street
Marysville, CA 95901

Re: Determinations of Eligibility for the Proposed Improvement Project on R Street in Sacramento, CA

Dear Ms. Bauer:

Thank you for consulting with me about the subject undertaking in accordance with the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California (PA)*.

The California Department of Transportation (Caltrans) is requesting my concurrence, pursuant to Stipulation VIII.C.5 of the PA, that the R Street Corridor Historic District is eligible for the National Register of Historic Places (NRHP) under Criteria A and C. The district is associated with the industrial development of the City of Sacramento. R Street served as the principal industrial area of the city in the period from 1907 to 1950. It was the largest industrial zone within the city limits and is the most complete example of this type of economic activity remaining in Sacramento. R Street and the identified potential district played an important role in establishing the city as a center of manufacturing and distribution for the upper Central Valley. The period of significance is 1907 to 1950. This period extends from the construction of the first warehouse building within the District to the end of the District's active life as a center of the local industrial economy.

In addition Caltrans has determined that the Southern Pacific Railroad (SPRR) also appears eligible for the NRHP under Criterion A. From the early 20th century until the 1970s the SPRR operated a freight line that served the warehouses and manufacturing establishments along R Street. The track between 10th and 13th Streets is part of the last remaining segment of the SPRR's R Street route that once ran from the Sacramento Waterfront to Alhambra Boulevard. The SPRR mainline and siding was a key factor in the development of the R Street Corridor as an industrial center and is considered a contributing element of the R Street Corridor Historic District.

Ms. Bauer
January 28, 2008
Page 2

Based on my review of the submitted documentation, I have the following comments:

- I concur that the R Street Corridor Historic District is eligible for the NRHP under Criteria A and C.
- I do not agree that the portion of the SPRR within the APE is eligible for the NRHP. Given that much of the track within the APE is currently covered with asphalt, I do not believe that the track retains sufficient integrity at this time to be individually eligible for the NRHP. I do agree however that it is a contributing element to the R Street Corridor Historic District.

Thank you for considering historic properties during project planning. If you have any questions, please contact Natalie Lindquist of my staff at (916) 654-0631 or e-mail at nlindquist@parks.ca.gov.

Sincerely,

Susan K Stratton for

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer