

RESOLUTION NO. 2010-085

Adopted by the Sacramento City Council

February 16, 2010

APPROVING CONCEPTUAL STREETScape DESIGN - DEL PASO BOULEVARD STREETScape IMPROVEMENT PROJECT (T15098400)

BACKGROUND

- A. The City of Sacramento, Department of Transportation (DOT) has partnered with SHRA to deliver the Del Paso Boulevard Streetscape Improvement Project (T15098400).
- B. The project received two SACOG Community Design Grants, one for \$1,460,000 for the segment between Arden Way and Acoma Street and one for \$1,000,000 for the segment between Southgate Road and Arden Way.
- C. The original Bennet Engineering Professional Services Agreement contained scope to deliver only the original \$1,460,000 worth of improvements. Additional budget is required to fund the design phase of the additional \$1,000,000 in improvements.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

- Section 1. The 30% streetscape plans for the Del Paso Boulevard Streetscape Improvement Project (T15098400) has been approved.
- Section 2. The City Manager is authorized to execute Supplemental Agreement No. 2 with Bennet Engineering Services, Inc. in the amount of \$162,936 and the City Managers Supplemental Agreement Authority is reset.
- Section 3. Exhibit A is incorporated into and made part of this resolution

Table of Contents:

- Exhibit A: Location Map
- Exhibit B: 30% Streetscape Plans - Del Paso Boulevard Streetscape Improvement Project (T15098400)

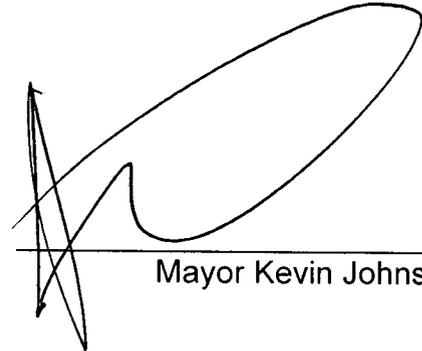
Adopted by the City of Sacramento City Council on February 16, 2010 by the following vote:

Ayes: Councilmembers Cohn, Fong, Hammond, McCarty, Pannell, Sheedy,
Tretheway, Waters, and Mayor Johnson.

Noes: None.

Abstain: None.

Absent: None.



Mayor Kevin Johnson

Attest:


Shirley Concolino, City Clerk

EXHIBIT A

Location Map for Del Paso Boulevard Streetscape Improvement Project (T15098400)



Department of
TRANSPORTATION
City of Sacramento

Map Contact: S. Tobin
Map Date: JAN, 10

0 335 670 1,340 2,010
Feet



Exhibit B: 30% Design Plans – State Route 160 to Acoma Street

- Integrate existing artwork with median treatment
- Incorporate additional street lighting west of Globe Avenue
- Reconstruct sidewalk

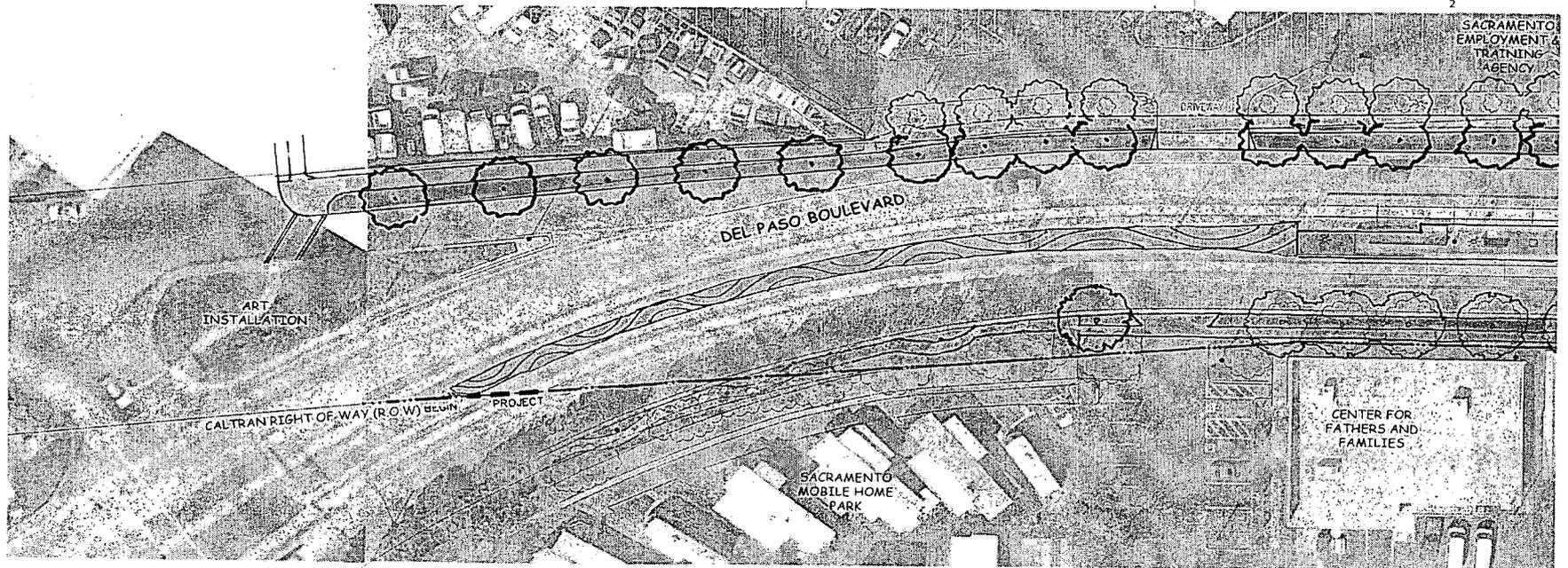


Exhibit B: 30% Design Plans – Globe Avenue RT Station to Barstow Street

- Remove one westbound travel lane and incorporate additional on-street parking
- Install bulb-outs and reconfigure existing crosswalks to the RT Station at Acoma Street and Globe Avenue
- Reconstruct sidewalk with larger tree wells

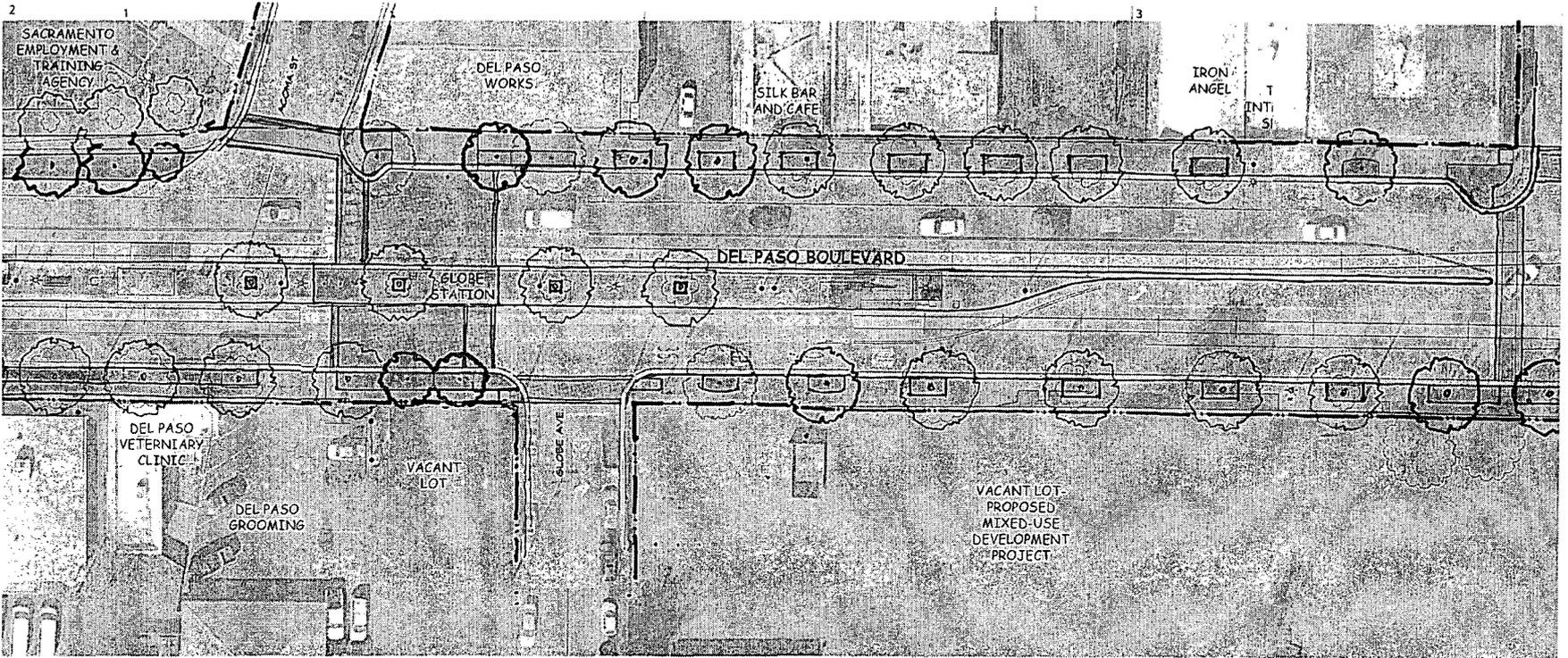


Exhibit B: 30% Design Plans – Barstow Street to Colfax Street

- Install bulb-outs and reconfigure existing crosswalks at the intersection of Barstow Street/Baxter Avenue
- Reconstruct sidewalk with larger tree wells and additional trees

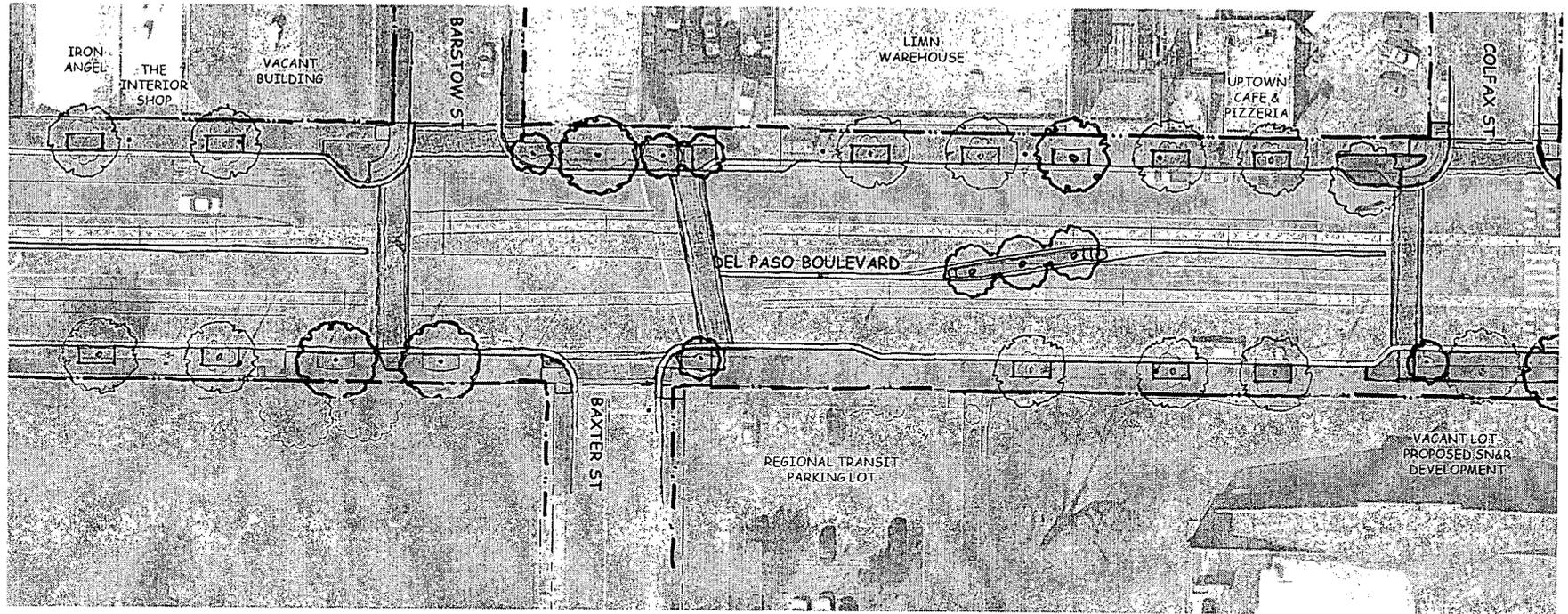


Exhibit B: 30% Design Plans – Colfax Street to Dale Avenue

- Signalized the intersection of Colfax Street/Southgate Road/Del Paso Boulevard
- Install bulb-outs at Colfax Street and Southgate Road
- Reconstruct sidewalk with larger trees wells and additional trees

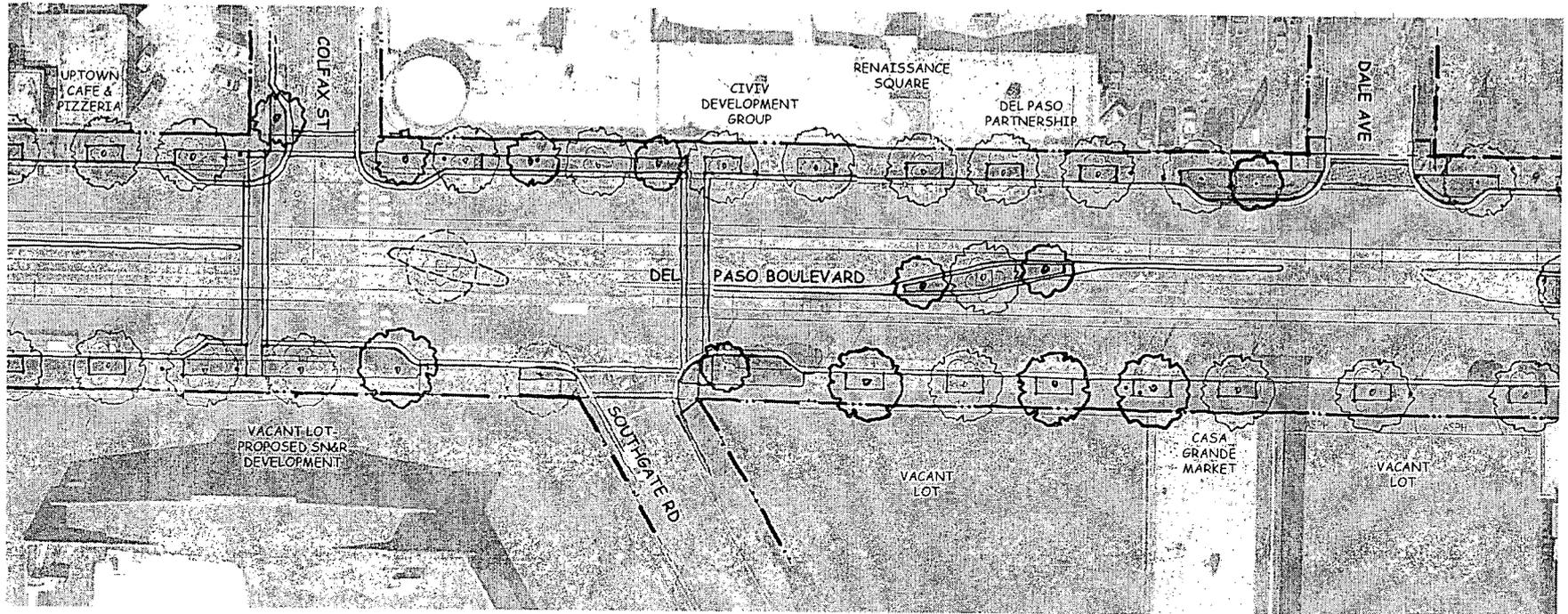


Exhibit B: 30% Design Plans – Dale Avenue to Edgewater Road

- Install bulb-outs at Dale Avenue and Edgewater Road
- Reconstruct sidewalk with larger tree wells

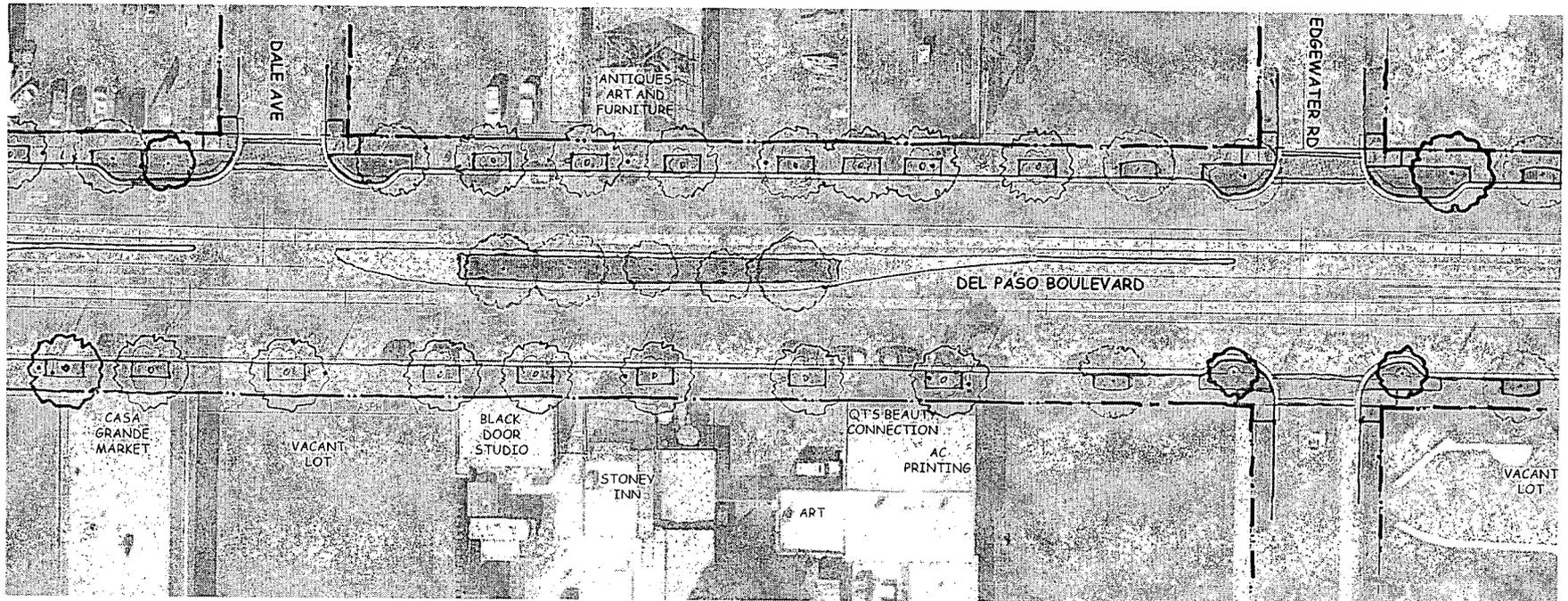
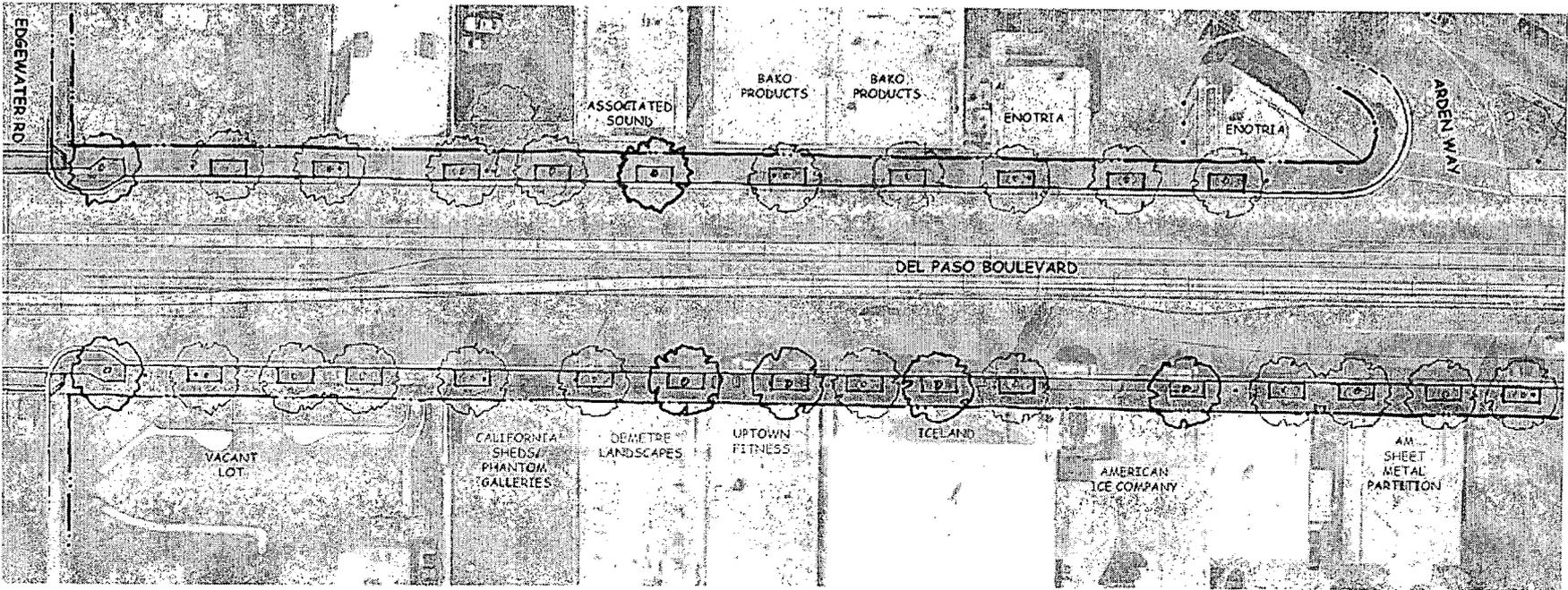


Exhibit B: 30% Design Plans – Edgewater Road to Arden Way

- Reconstruct sidewalk with larger tree wells and additional trees



DRAFT

INITIAL STUDY AND
MITIGATED NEGATIVE DECLARATION

**DEL PASO BOULEVARD STREETSCAPE
PROJECT
PN: T15098400**



Prepared for the City of Sacramento, Department of Transportation

September 21, 2009

DEL PASO BOULEVARD STREETScape PROJECT (T15098400)
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

DEL PASO BOULEVARD STREETScape PROJECT
(PN: T15098400)

INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

This Initial Study and Mitigated Negative Declaration has been prepared for City of Sacramento Department of Transportation, 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.

This Initial Study/ Mitigated Negative Declaration is organized into the following sections:

SECTION I. BACKGROUND: Page 3, provides summary background information about the project name, location, sponsor, when the Initial Study was completed, and a project introduction.

SECTION II. PROJECT DESCRIPTION: Page 7, includes a detailed description of the Proposed Project.

SECTION III. ENVIRONMENTAL CHECKLIST AND DISCUSSION: Page 20, contains the Environmental Checklist form together with a discussion of the checklist questions. This section reviews the proposed project and states whether the project would have additional significant environmental effects (project-specific effects) that were not evaluated in the Master EIR for the 2030 General Plan.

The Checklist Form is used to determine the significance of any project specific effects. Such effects are categorized as 1) "Potentially Significant Impacts" that may not be mitigated with the inclusion of mitigation measures, 2) "Potentially Significant Impacts Unless Mitigated" which could be mitigated with incorporation of mitigation measures, and 3) "Less-than-significant Impacts" which would be less-than-significant and do not require the implementation of mitigation measures.

SECTION IV. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Page 94, identifies which environmental factors were determined to have either a "Potentially Significant Impact" or "Potentially Significant Impacts Unless Mitigated," as indicated in the Environmental Checklist.

SECTION V. DETERMINATION: Page 95, identifies the determination of whether impacts associated with development of the Proposed Project are significant, and what, if any, additional environmental documentation may be required.

DEL PASO BOULEVARD STREETScape PROJECT (TI5098400)
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SECTION I – BACKGROUND ON THE CEQA PROCESS

PROJECT NAME AND FILE NUMBER

Del Paso Boulevard Streetscape Project, File Number TI5098400

PROJECT LOCATION:

The proposed project is located in the North Sacramento Community Planning Area of the City of Sacramento. Specifically, the project would make changes to the streetscape including the addition of curb bulbs, traffic controls and other improvements for pedestrian safety along Del Paso Boulevard extended west from Arden Way to approximately 500 feet south of Acoma Street. Figure 1 shows the location of the project area.

PROJECT SPONSOR AND CONTACT PERSONS:

City of Sacramento Department of Transportation (DOT)

Matthew Johns
City of Sacramento
Department of Transportation
915 I Street, Room 2000
Sacramento, CA 95814
(916) 808-5760
mjohns@cityofsacramento.org

ENVIRONMENTAL PLANNING CONTACT

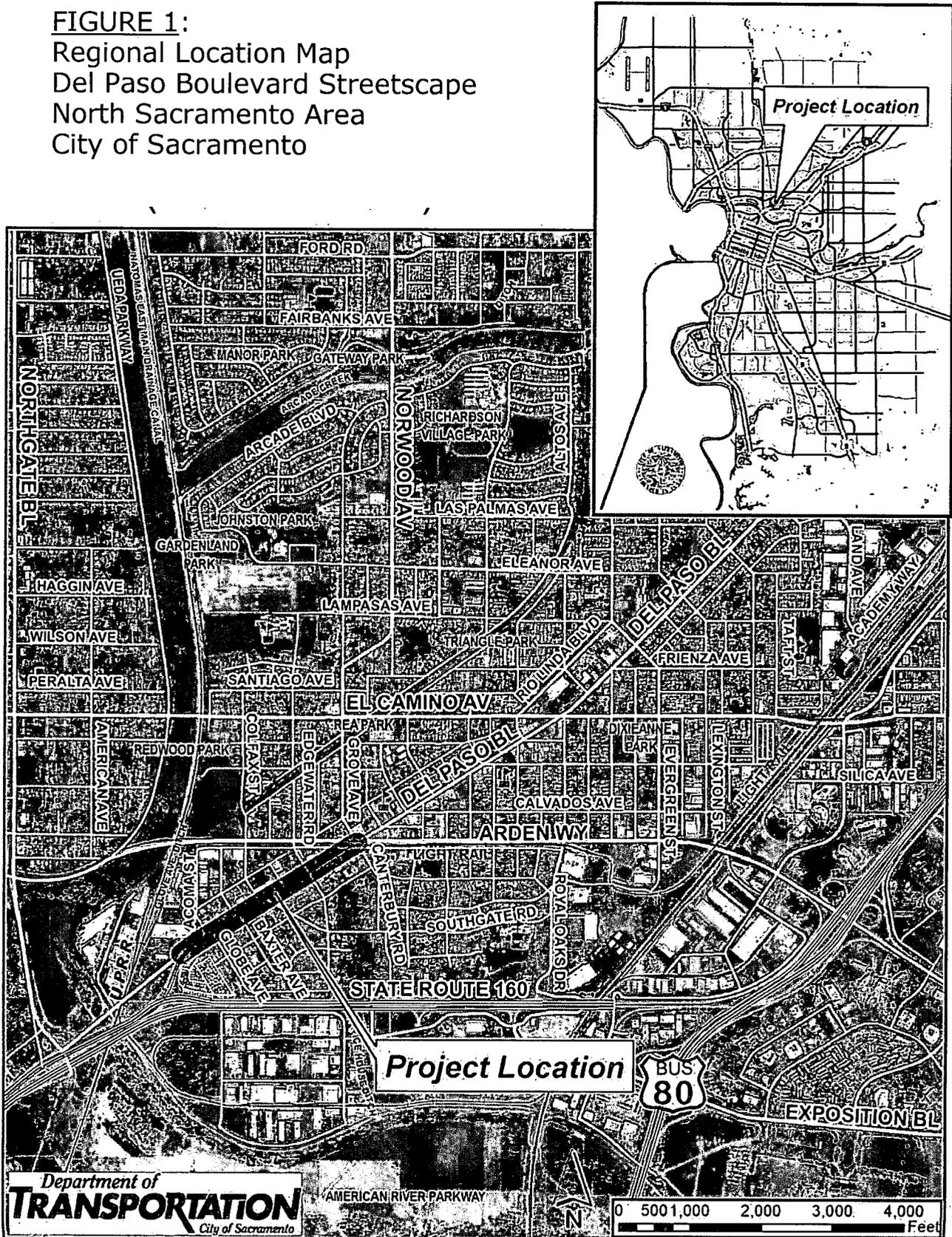
City of Sacramento Community Development Department

Dana Allen, Associate Planner
Environmental Planning Services
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811
Direct Line: (916) 808-2762 FAX (916) 808-1077
dallen@cityofsacramento.org

DATE INITIAL STUDY COMPLETED: August 19, 2009

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FIGURE 1:
 Regional Location Map
 Del Paso Boulevard Streetscape
 North Sacramento Area
 City of Sacramento



DEL PASO BOULEVARD STREETScape PROJECT (TI5098400)
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

INTRODUCTION TO THE CEQA PROCESS

The City of Sacramento is the lead agency for the preparation of this Initial Study/Mitigated Negative Declaration for the Del Paso Boulevard Streetscape Project. This initial study and mitigated negative declaration examines the effects of the project in order to identify where impacts could occur and additional analysis or mitigation is needed.

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, Community Development Department, Environmental Planning Services, 300 Richards Boulevard, 3rd Floor, Sacramento, CA 95811

- ❖ *City of Sacramento 2030 General Plan, City of Sacramento*, adopted March 3, 2009.
- ❖ *City of Sacramento 2030 General Plan Master Environmental Impact Report (MEIR) draft and final reports*, certified by the City Council on March 3, 2009.
- ❖ *City of Sacramento General Plan Update, Technical Background Report*, accepted by the City Council on September 27, 2005.
- ❖ *North Sacramento Redevelopment Area Implementation Plan*, SHRA, 2005.
- ❖ *Del Paso Boulevard Streetscape Master Plan*, Carter Burgess for SHRA, November 2002.
- ❖ *City of Sacramento, Northeast Line Light Rail Stations Study*, Final Draft 2007.
- ❖ *The 2010 Sacramento City/County Bikeway Master Plan DEIR*, 1992
- ❖ *Historic Preservation Chapter 15.124, Title 15 of the City Code of Sacramento*
- ❖ *Del Paso Boulevard Streetscape Traffic Report*, Prepared by Fehr and Peers Transportation Consultants for Bennett Engineering Services and the City of Sacramento, July 2009.

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

The City of Sacramento, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that the proposed project is an anticipated subsequent project identified and described in the 2030 General Plan Master EIR and is consistent with the land use and mobility (transportation) policies of the 2030 General Plan. See CEQA Guidelines Section 15176 (b) and (d).

The City has prepared the attached Initial Study and Mitigated Negative Declaration to (a) review the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the 2030 General Plan Master EIR to determine their adequacy for the project (see CEQA Guidelines Section 15178(b),(c)) and (b) identify any potential new or additional project-specific significant environmental

**DEL PASO BOULEVARD STREETSCAPE PROJECT (TI5098400)
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effects that were not analyzed in the Master EIR and any mitigation measures or alternatives that may avoid or mitigate the identified effects to a level of insignificance, if any.

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

This analysis incorporates by reference the general discussion portions of the 2030 General Plan Master EIR. (CEQA Guidelines Section 15150(a)). The Master EIR is available for public review at the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811, and on the City's web site at: www.cityofsacramento.org/dsd/planning/environmental-review/eirs/.

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 review period ending October 22, 2009.

Please send written responses to:

Dana Allen, Associate Planner
City of Sacramento Community Development Department
Environmental Planning Services
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811
Direct Line: (916) 808-2762 FAX (916) 808-1077
dallen@cityofsacramento.org

DEL PASO BOULEVARD STREETScape PROJECT (TI5098400)
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SECTION II – PROJECT DESCRIPTION

I. PROJECT DESCRIPTION OVERVIEW

The proposed Del Paso Boulevard Streetscape Improvements is intended to improve the sidewalks, curbs and gutters and landscaping along Del Paso Boulevard between Arden Way and Acoma Street in the North Sacramento Community Planning Area of the City of Sacramento. The goals of the project are to make improvements to support a pedestrian-friendly environment, enhance pedestrian access to and from the Globe Street Light Rail Station, and support redevelopment and revitalization of the Boulevard. The project limits extend along Del Paso Boulevard from Arden Way on the east to approximately 500 feet west of Acoma Street. Del Paso Boulevard is an older commercial corridor originally developed in the 1920's and 1930's to serve the North Sacramento area.

a. Federally Funded Public Streetscape Component

The project includes two separate components. The first component, the public streetscape project, includes the repair and replacement of sidewalks, installation of curb bulb-outs and crosswalks, a traffic signal at the intersection of Colfax/Southgate and Del Paso Boulevard, median landscaping, drainage improvements and striping for parallel parking spaces along Del Paso Boulevard between Arden Way and approximately 500 feet west of Acoma Street.¹ This public streetscape component of improvements will be funded through federal Congestion and Air Quality Management (CMAQ) and Regional Surface Transportation Program (RSTP) funds and local tax increment funds. All work is proposed to be accomplished within the existing public right-of-way. A Preliminary Environmental Survey of this project has been submitted to the State Department of Transportation and it is anticipated that the project will receive a categorical exclusion under the National Environmental Protection Act (NEPA).

b. Locally Funded Redevelopment Component

The second component, the redevelopment project, would entail separately funded improvements to the 1000 block of Del Paso Boulevard to support planned redevelopment of properties in this block. This phase of improvements is entirely funded with local tax increment funds. Improvements to be funded in this component include expansion of right-of-way by 10 to 12 feet to support a parking lane (parallel parking) along the southern frontage of Del Paso Boulevard between Globe and Baxter Avenues. Sidewalks would be replaced to be consistent with the overall streetscape project. The 1000 block of Del

¹ This component does not include improvements to the southern side of Del Paso Boulevard between Globe Avenue and Baxter Avenue (the 1000 block of Del Paso Boulevard). Those improvements are included in the Redevelopment Component of the project.

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Paso Boulevard consists of five separate vacant parcels of which two parcels are owned by the Sacramento Housing and Redevelopment Agency and three parcels are owned by the private redeveloper. By agreement SHRA and the property owner will dedicate the necessary right-of-way to support the improvements. Precise redevelopment plans for the site are not developed at this time, however, it is expected that the site will be redeveloped as a mixed use housing and commercial project in accordance with the City 2030 General Plan and the North Sacramento Community Plan.

Although these two components are separately funded and will be separately bid and constructed, they are logically related to one another both geographically and programmatically. As such, both projects are the subject of this environmental document.

II. PROJECT LOCATION

The proposed project is located in the North Sacramento Community Planning area of the City of Sacramento along Del Paso Boulevard between Arden Way and Acoma Street. Figure 1 (preceding page) shows the general location and vicinity of the proposed project.

III. PROJECT BACKGROUND

Project History and Background

Del Paso Boulevard is one of the oldest east-west arterials serving the greater Sacramento area. Originally part of the former City of North Sacramento, Del Paso Boulevard was previously known as State Route 40 which provided an important transportation connection between the City of Sacramento (south of the American River) and the northern areas of Sacramento. During the 1920s and 1930s, as the automobile became more popular, Del Paso Boulevard was developed as a lively commercial area. However, major transportation changes in the 1950s through 1970s including the construction of State Route 160 and Interstate 80, adversely affected the economic viability of Del Paso Boulevard by by-passing the area and opening up new competing commercial areas.

In an attempt to reestablish connectivity, the Sacramento Regional Transit Authority (RT) developed a light rail service that linked the regions northeastern (Interstate 80) and eastern (Highway 50) corridors with Downtown Sacramento. The rail alignment linking the regions northeastern corridor to the city center utilizes portions of Arden Way and Del Paso Boulevard, providing service at the Globe, Arden/Del Paso, and Royal Oak Stations. In an effort to encourage transit-oriented development and increase bicycle/pedestrian movement in the area, the *City of Sacramento-Department of Transportation* (DOT) prepared the *North East Line Study* in 2007. This study was a long-range, urban design/streetscape plan whose scope included: (1) the creation of an overall vision of the three RT stations along the northeastern RT corridor, (2) an analysis of the existing opportunities and challenges, (3) land use and urban design

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recommendations, (4) and the development of guidelines that will encourage transit-oriented development, increase pedestrian and bicycle movement in the area, and create vibrant urban villages.

In the mid-1990's, major sections of North Sacramento including Del Paso Boulevard were designated as a Redevelopment Area by the City Council under the State's Community Redevelopment Act. In the last 15 years substantial efforts by local businesses and the arts community, City of Sacramento and Sacramento Housing and Redevelopment Agency (SHRA) have promoted the revitalization of Del Paso Boulevard (hereinafter referred to as the Boulevard). As a result, a number of older and in many cases, historic commercial structures along the Boulevard are being re-used for new commercial uses. Arts programming and other revitalization activities has also promoted an increased popularity for this district. To increase the attractiveness and pedestrian orientation of the Boulevard to support revitalization, the Sacramento Housing and Redevelopment Agency (SHRA) helped finance the *Del Paso Boulevard Streetscape Improvement and Beautification Plan* (2002). This Plan set forth a series of implementing actions to improve the aesthetics of the Boulevard, to increase the pedestrian activity. This plan also served as a basis for some of the recommendations of the above referenced *North East Line Study* (2007).

In 2007, the City of Sacramento completed street improvements along Del Paso Boulevard in the area northeast of Arden Way extending to El Camino Avenue. This project is continuation of the effort to improve the streetscape and pedestrian environment of Del Paso Boulevard.

IV. PROJECT OBJECTIVES

The goals and objectives of the project are to:

1. Improve the pedestrian environment along Del Paso Boulevard to support retail and commercial revitalization;
2. Improve pedestrian safety along Del Paso Boulevard particularly in the vicinity of the Globe Light Rail Station which has high pedestrian traffic.
3. Enhance the Globe Light Rail Station and the adjacent streetscape to serve as a gateway to North Sacramento.
4. Improve pedestrian crossings and bicycle connections (where possible) through out the project area including ensuring ADA compliance.

V. PROJECT PLANNING AND ALTERNATIVES

The basic design concepts for this project were established in the approved *Del Paso Boulevard Streetscape Improvement and Beautification Plan* (2002) and the *North East Line Study* (2007). Based on these two studies, the City of Sacramento contracted with Bennett Engineering Services and Fehr and Peers Transportation Consultants to review the most feasible methods for meeting the project objectives.

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The June 2009 *Draft Del Paso Boulevard Traffic Report* considered four alternatives for circulation in the area:

- **Alternative 1: Full Traffic Signal with Lane Drop at Barstow Street.** Install a traffic signal at the Colfax Street/Southgate Road intersection. In order to reduce traffic speeds near the Globe Light Rail Station, one westbound traffic lane along Del Paso Boulevard would be re-designated “right turn only” at Barstow Street.
- **Alternative 2: Full Traffic Signal with Lane Drop (Merge Lane) Beginning at Arden Way.** Install a traffic signal at the Colfax Street/Southgate Road intersection. Under this alternative one westbound lane would be re-designated a merging lane in the area between Arden Way and Edgewater Road
- **Alternative 3: Pedestrian Signal with Lane Drop at Barstow Street.** Prohibit left-out movements and install a pedestrian signal at Colfax Street/Southgate Road with a right turn only lane on westbound Del Paso Boulevard at Barstow Street. The right turn only lane would serve as a lane drop to slow traffic near the light rail station.
- **Alternative 4: Pedestrian Signal with Lane Drop (Merge Lane) Beginning at Arden Way.** Prohibit left-out movements and install a pedestrian signal at Colfax Street/Southgate Road with a merging lane drop on westbound Del Paso Boulevard between Arden Way and Edgewater Road.

After considering the traffic report and presenting the concepts to the public at a Redevelopment Advisory Committee meeting, the staff concluded that either alternatives 1 or 3 would best meet the project objectives of improving a pedestrian environment. The preferred project as described below includes two options for the Colfax Street/Southgate Del Paso Boulevard Signal. Under Option 1 a full traffic signal would be constructed and under Option 2 a pedestrian signal would be constructed.

V. PROJECT CHARACTERISTICS

As noted above, the project includes two components. The first component, termed the Public Streetscape Project, includes improvements within the existing right-of-way along Del Paso Boulevard from Arden Way extending approximately 500 feet west of Acoma Street. (This component does not include improvements to the southern block face of the Boulevard between Globe Avenue and Baxter Avenue which fronts on vacant properties scheduled for redevelopment.) All aspects of the public streetscape component will occur within the existing City right-of-way of Del Paso Boulevard with the exception of a small portion of the improvements at the western terminus of the project near the State Route 160 ramps which will require an encroachment permit from the State Department of Transportation (CalTrans).

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A second component includes a separately funded project to install street improvements along the 1000 block on the southern side of Del Paso Boulevard between Globe Avenue and Baxter Avenue. This component known as the Redevelopment Component includes the dedication of approximately 10 to 12 feet of right-of-way by the current property owners to allow frontage improvements to support redevelopment of the site. The project characteristics of each component are described below:

a. Component 1: Public Streetscape Improvements

The proposed project will occur within the existing right-of-way of Del Paso Boulevard in the portion of the Boulevard which is southwest of Arden Way extending just southwest of the Globe Street Regional Transit Light Rail Station and terminating just west of Acoma Street. At the western terminus of the project near the State Route 160 ramp, intersection improvements will be made to facilitate bike and pedestrian crossings and this improvement will require an encroachment permit from the State Department of Transportation (CalTrans).

Figure 2 shows the general project area to be affected by the project and the location of curb bulbs within the project area. Attachment 1 in the Appendix to this document shows the proposed cross sections and design treatments for the project. The major components of the project include:

1. Replace sidewalks, curbs and gutters along Del Paso Boulevard to ensure that intersections and walkways meet current standards under the Americans with Disabilities Act (ADA);
2. Improve intersection crossings by providing “bulb-outs” for pedestrian safety and to define parking areas. Curb bulbs are proposed at the following intersections:
 - Acoma Street and Del Paso Boulevard
 - Barstow Street and Del Paso Boulevard
 - Baxter Avenue and Del Paso Boulevard
 - Colfax Street and Del Paso Boulevard
 - Southgate Road and Del Paso Boulevard
 - Dale Avenue and Del Paso Boulevard
 - Edgewater Road and Del Paso Boulevard
3. Installing a new traffic signal at the intersection of Del Paso Boulevard/Colfax Street/Southgate Avenue. The current configuration of the intersection of Del Paso Boulevard/Colfax Street/Southgate Avenue does not provide a protected pedestrian crossing of Del Paso Boulevard. The project includes two options for the type of signal:

Option 1 includes a full signal at this intersection. Under this option all turning movements would be allowed at the intersection (with the exception of U-turns).

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Option 2 would include a pedestrian only signal at this intersection. Left turn movements would be prohibited by a median.

4. The proposed design includes a re-designating one westbound traffic lane on Del Paso Boulevard as a "right turn only" at Barstow Street. This will result in a lane reduction between Barstow Street and Acoma Street thereby shortening the distance for pedestrian crossing and reducing traffic speeds in the vicinity of the Globe Light Rail Station. This improvement will also allow for the premium frontage improvements and on-street parallel parking. It is estimated conversion of the traffic lane to a parking lane will create approximately 15 parking spaces;
5. Provide streetscape enhancements to the Globe Avenue Light Rail Station to promote this area as the gateway to North Sacramento. This will include landscaping and pedestrian amenities in the median located west of the Globe Station and new street lighting along Del Paso Boulevard to the west of the station (See Figure 3).
6. Provide other streetscape enhancements which will enhance the vibrancy of the street for pedestrians and stimulate local businesses and sense of identity including updated sidewalks and crosswalks; and
7. Provide drainage improvements at bulb-out locations as necessary to reduce ponding and connect with existing drainage facilities. New drainage connections will be installed to connect drop inlets on Del Paso Boulevard to the City's existing storm drain system. New drainage connections to tie into the existing system are proposed along Edgewater Road, Barstow Street and Dale Avenue.

b. Component 2: Redevelopment Project Frontage Improvements

This component would involve the installation of frontage improvements along the south side of Del Paso Boulevard between Baxter and Globe Avenues. This block (the 1000 block) is comprised of five (5) vacant parcels of which the Sacramento Housing and Redevelopment Agency (SHRA) owns two parcels and a private party owns the remaining 3 parcels. This site is designated for mixed use redevelopment. In order to facilitate re-use of the site, SHRA has committed to funding the frontage improvements along this block. Both SHRA and the private owner have agreed to dedicate right-of-way to support a parking lane. This component involves the following actions:

1. Acquisition through dedication of approximately 10 to 12 feet of public right-of-way by the City of Sacramento;
2. Installation of a parking lane to support approximately 9 parallel parking spaces;
3. Installation of sidewalks and
4. Relocation of two streetlight poles. The existing Regional Transit Light Rail Electric pole would remain and would not be relocated.

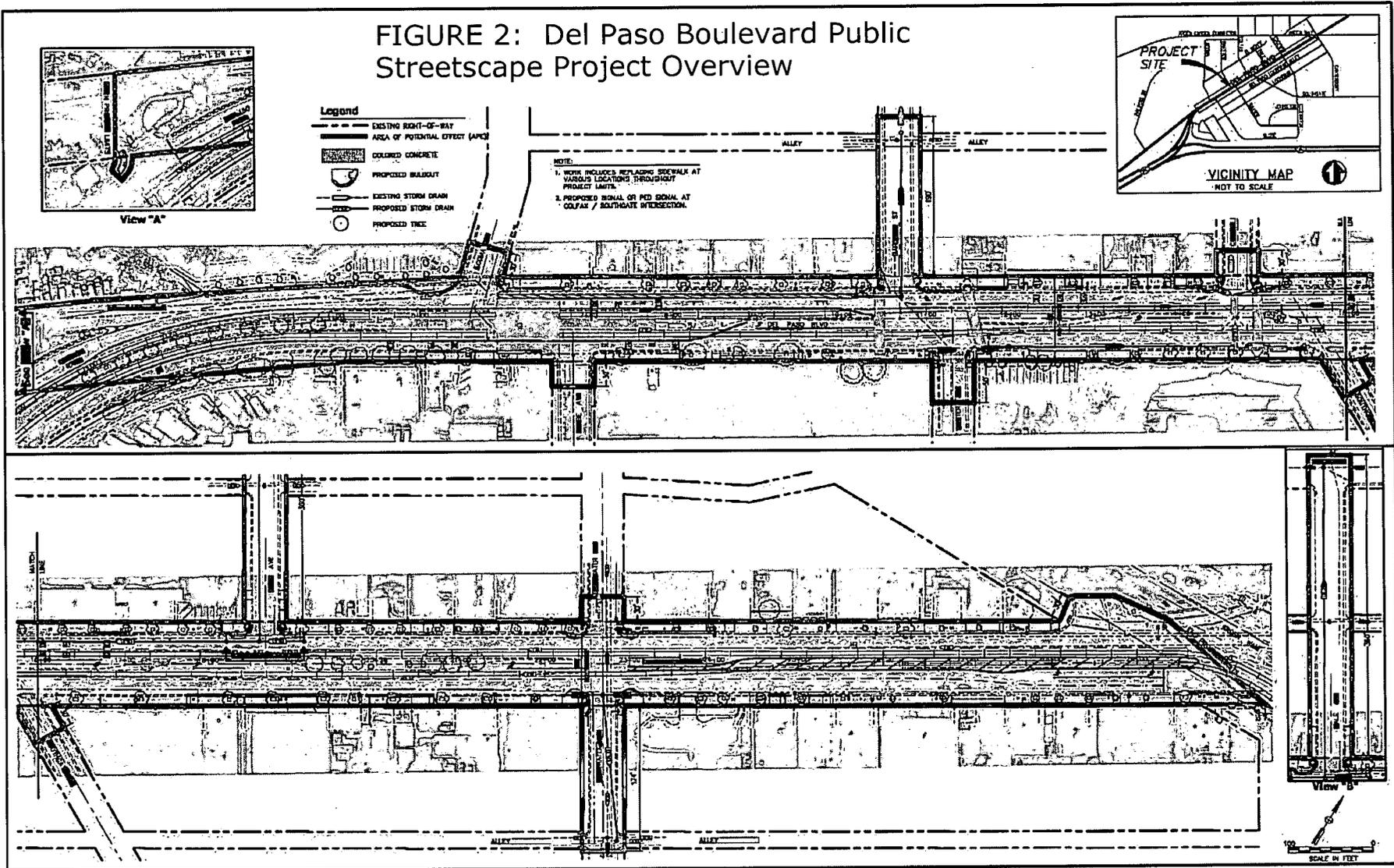
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Figure 4 shows the proposed improvements to the 1000 block of Del Paso Boulevard.

This Negative Declaration addresses the impacts of the street improvements and assumes for long term cumulative conditions that the 1000 block of Del Paso Boulevard would build-out in conformance with all requirements of the 2030 General Plan. Because development plans for the site have not been submitted to the City of Sacramento, this document does not address the detailed environmental impacts of development of the 1000 block. Once plans are submitted to the City, the development would be subject to separate environmental review.

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FIGURE 2: Del Paso Boulevard Public Streetscape Project Overview



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PROJECT NOTES (THIS SHEET ONLY):

- 1 EXISTING TYPE H-AM METERED SERVICE PEDESTAL, NO. 2110.
- 2 FURNISH AND INSTALL RADAR SPEED FEED BACK SIGN (SOLAR-POWERED)

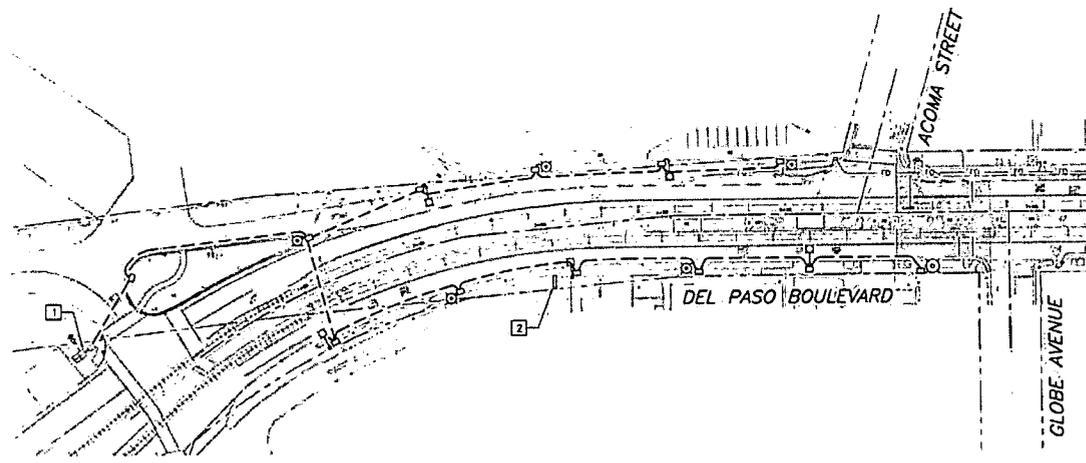
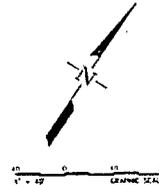


FIGURE 3: Del Paso Boulevard Proposed Street Lighting - West End of Project



E-7

REVISIONS NO. DESCRIPTION DATE BY		BENCH MARK (REV. 04/08/11) DESCRIPTION 12277.00 12277.00		FIELD BOOK SCALE HORIZ. DATE VERT. DATE		CITY OF SACRAMENTO DEPARTMENT OF TRANSPORTATION		FEIR & PEARS TRANSPORTATION ENGINEERS		.30% SUBMITTAL NOT FOR CONSTRUCTION		DEL PASO BLVD. STREETScape HWY 400 RAMP TO ARDEN WAY STREET LIGHTING INSTALLATION DEL PASO BLVD		SHEET OF 33	

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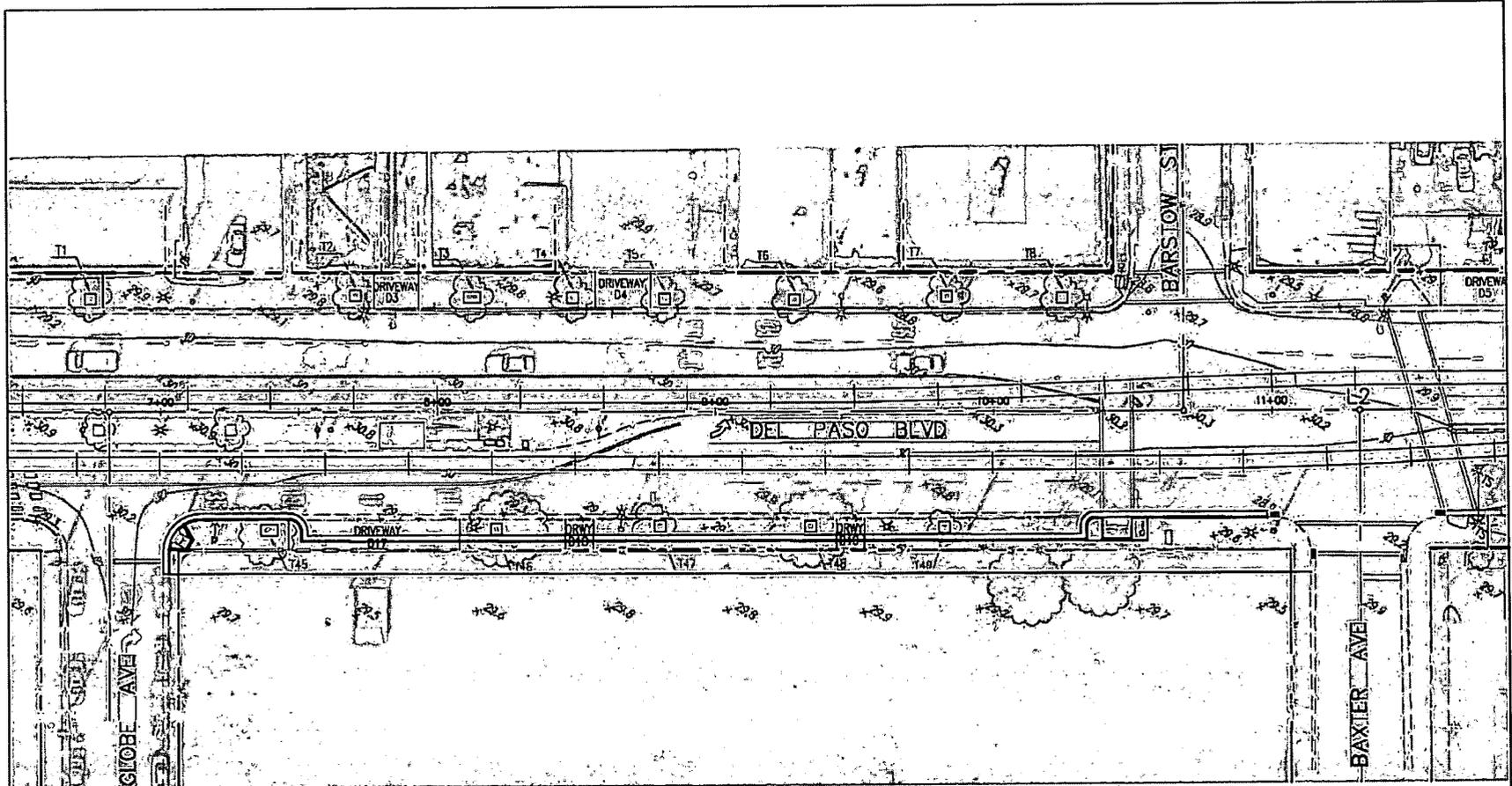


FIGURE 4: Redevelopment Component at 1000 Block of Del Paso Blvd.


SCALE: 1"=40'

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VI. CONSTRUCTION METHODS AND PROVISIONS

Both of the components will require the removal of existing concrete sidewalks and curbs at select locations in order to replace the existing facilities with new sidewalks, curbs and bulb-outs. Removal of existing sidewalks will require excavation to a 3" to 4" depth below surface level. The installation of bulb-outs will require excavation to a 1 to 2 foot depth below surface level. Installation of electrical conduit for the new streetlights at the western extreme of the project and for a new signal at Southgate/Colfax and Del Paso Boulevard will require excavation up to a depth of 6 feet. It is assumed the area be approximately 3 feet wide. Drainage tie-ins may require excavation within the right of way up to a 5 foot depth. Total surface area to be disturbed by the project (both components) is estimated to be 55,800 square feet (sf) or 1.3 acres comprised of approximately 13,000 sf. for excavation of bulb-out, 23,000 sf. for sidewalk replacement work, 13,000 sf. for crosswalks and colored concrete, 5,300 sf. for drainage and 1,500 sf. for the electrical conduit trenches.

All work under this contract shall be required to comply with the Special Provisions for Construction Projects of the City of Sacramento. Among the significant protections and requirements included in this project description are the following.

1. In accordance Special Provisions of the City of Sacramento's construction contract requirements, the contractor is required to comply with the regulations contained in the National Pollution Discharge Elimination System (NPDES) Storm water Permit issued to the City. These regulations require dust, control, erosion, and sediment and pollution control; site clean-up and solid waste management.
2. To protect the public and construction workers from any unknown or buried hazardous or contaminated materials, the project is required to comply with the City of Sacramento's construction contract requirements regarding hazardous materials. This section requires that in the event hazardous or contaminated materials are encountered at the site for which separate handling or removal provisions have not been made the Contractor shall stop work on that item, contact the Engineer and schedule his operations to work elsewhere on the site if possible. The City will be responsible for handling and removal of hazardous material or may request that the Contractor shall be available, through contract change order, to provide additional services as needed for the completion of the work. Additional services may consist of retaining a subcontractor who possesses a California license for hazardous substance removal and remedial actions. This section also requires all work to be conducted in accordance with:

- o Chapter 6.5, Division 20, California Health and Safety Code.

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- California Administration Code, Title 22, relating to Handling, Storage, and Treatment of Hazardous Materials. 29 Code of Federal Regulation 1910.120 relating to Hazardous Waste Operation Safety Training.
- City of Sacramento Building Code and the Uniform Building Code, 1988 edition. City of Sacramento Building Code and the Uniform Building Code, 1994 edition.

Coordination shall be made with the County of Sacramento Environmental Management Department, Hazardous Materials Division, and the necessary applications shall be filed. All hazardous materials shall be disposed of at an approved disposal site and shall only be hauled by a current California registered hazardous waste hauler using correct manifesting procedures and vehicles displaying a current Certificate of Compliance. The Contractor shall identify by name and address the site where toxic substances shall be disposed of. No payment for removal and disposal services shall be made without a valid certificate from the approved disposal site that the material was delivered.

3. Existing improvements, utilities and adjacent property shall be protected from damage resulting from the Contractor's operations. All trees, shrubbery, grass, fences, mail boxes, walls and other improvements including existing pavements, sidewalks, street improvements, sprinkler systems and underground utilities and other improvements not to be removed under this contract shall be protected from damage by the Contractor throughout the construction period.

Specifically related to the frontage of buildings in the area, the following special condition shall apply:

- a. The existing concrete would be saw-cut six (6) inches from existing building faces. In order to break the concrete, a backhoe with a jackhammer attachment or loader would be used if the work is being done more than six (6) inches away from the buildings. The equipment would be located a safe distance from the buildings so any arms or attachments cannot reach the building.
- b. If the contractor needs to remove damaged sections or areas required to maintain drainage compliance beyond the six (6)-inch margin, a hand-held hydraulic jackhammer would be used to break existing concrete into pieces within six (6) inches of the building faces. The broken concrete would then be removed by hand.

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- c. Ride-on machinery would be used to compact the ground five (5) feet or more away from the building faces. A vibrator plate tamper would be used to compact the material that is within five (5) feet of the building face.
 - d. When constructing new concrete walkways against existing buildings, the concrete walkway will be separated from an existing structure by a 0.5-inch fiber expansion joint. The new sidewalk will be poured from a concrete truck and will be finished using hand tools. The existing buildings and loading docks will be protected with plastic sheeting to prevent concrete from splattering onto the existing structures.
4. In accordance with the City of Sacramento's construction contract requirements, all work shall stop if artifacts or stone, bone, or shell are uncovered during construction activities; the Contractor shall stop work within 100 feet of the find and notify the City, who will consult with a qualified archaeologist for an on-the-spot evaluation. Additional mitigation of the archaeological site will be the responsibility of the City. If bone is found and it appears to be human, the City will notify the Sacramento County coroner and the Native American Heritage Commission (916) 322-7791.

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SECTION III
ENVIRONMENTAL CHECKLIST AND DISCUSSION

1. COMMUNITY SETTING, LAND USE, POPULATION AND HOUSING

This section of the initial study identifies the applicable land use designations, plans and policies, and permissible densities and intensities of use, and discusses any inconsistencies between these plans and the proposed project. This section also discusses agricultural resources and the effect of the project on these resources.

The California Environmental Quality Act (CEQA) requires the Lead Agency to examine the effects of a project on the physical conditions that exist within the area that would be affected by the project. CEQA also requires a discussion of any inconsistency between the proposed project and applicable general plans and regional plans. An inconsistency between the proposed project and an adopted plan for land use development in a community would not constitute a physical change in the environment. When a project diverges from an adopted plan, however, it may affect planning in the community regarding infrastructure and services, and the new demands generated by the project may result in later physical changes in response to the project.

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

A. COMMUNITY SETTING

The project area is located within North Sacramento Community Planning Area (NSCP) which covers a large area north of the Sacramento River and extending the northern City limits. The NSCP area is traversed by Interstate 80 which travels east west through the area. To the south of interstate 80 are older more established communities such as Woodlake, Del Paso Heights, and Hagginwood. North of Interstate 80, there are newer areas which are in the process of development. The proposed project is located in the southern portion of the NSCP area which is predominantly urbanized and developed.

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Population projection for the NSCP area compared to the City overall are shown in Table 1. As can be seen from Table 1, the North Sacramento area is projected to grow at a rate roughly a third of the overall City, in large part because the area is already built-out.

	2000	2025	Net Change	Percent Change
North Sacramento Community Plan Area	54,650	60,330	5,680	10.39%
City Wide Total	407,018	527,990	120,972	29.72%

Source: 2000 US Census Bureau and SACOG Population and Housing Module

The project area includes that section of Del Paso Boulevard located to the southwest of Arden Way and extending approximately 500 feet southwest of the Del Paso Boulevard and Acoma Street intersection. The Sacramento Regional Transit Light Rail line runs the length of the project area in the center of Del Paso Boulevard. At Globe Avenue, a Light Rail Station is located in the center median.

Land uses are predominantly commercial including furniture stores, restaurants, art galleries and other uses. Most commercial structures are built to the front property line, and were constructed between the late 1930s through the 1950s.

Land Use Plans Governing North Sacramento

Land use in the project area is governed by the City of Sacramento 2030 General Plan and the North Sacramento Community Plan (NSCP). The City of Sacramento 2030 General Plan (2009) and NSCP designates the area as an “Urban Corridor Low”. The General Plan defines this designation as follows:

“Urban Corridor Low includes street corridors that have multistory structures and more-intense uses at major intersections, lower-intensity uses adjacent to neighborhoods, and access to transit service throughout. At major intersections, nodes of intense mixed-use development are bordered by lower-intensity single-use residential, retail, service, and office uses. Street-level frontage of mixed-use projects is developed with pedestrian-oriented uses. The streetscape is appointed with landscaping, lighting, public art, and other pedestrian amenities.”

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Page 2-88 of the 2030 General Plan summarizes the allowed uses in the Urban Corridor Low designation as follows:

“This designation allows for a mix of horizontal and vertical mixed-use development and single use commercial and residential development that includes the following:

- Retail, service, office, and residential uses
- Gathering places such as plazas, courtyards, or parks
- Compatible public, quasi-public, and special uses
- Large-scale development should include a mix of nonresidential and residential uses with more intense development near major intersections”

The proposed project is also consistent with a number of General Plan policies designed to promote pedestrian friendly streets and connections with transit. Applicable policies of the 2030 General Plan include:

Goal M 1.3. Barrier Removal. Improve system connectivity by removing barriers to travel.

M 1.3.4 Barrier Removal for Accessibility. The City shall remove barriers, where feasible, to allow people of all abilities to have access within and among infrastructure serving the community.

M 1.3.5 Connections to Transit Stations. The City shall provide connections to transit stations by identifying roadway, bikeway, and pedestrianway improvements to be constructed within ½ mile of major transit stations. Transportation improvements in the vicinity of major transit stations shall emphasize the development of complete streets.

Goal M 2.1 Integrated Pedestrian System. Design a universally accessible, safe, convenient, and integrated pedestrian system that promotes walking.

M 2.1.3 Streetscape Design. The City shall require that pedestrian-oriented streets be designed to provide a pleasant environment for walking including shade trees; plantings; well-designed benches, trash receptacles, news racks, and other furniture; pedestrian-scaled lighting fixtures; wayfinding signage; integrated transit shelters; public art; and other amenities.

M 2.1.4 Cohesive Network. The City shall develop a cohesive pedestrian network of public sidewalks and street crossings that makes walking a convenient and safe way to travel.

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M 2.1.10 Safe Pedestrian Crossings. The City shall improve pedestrian safety at intersections and mid-block locations by providing safe, well-marked pedestrian crossings, bulb-outs, or median refuges that reduce crossing widths, and/or audio sound warnings. *(SO)*

M 2.1.12 Safe Sidewalks. The City shall develop safe and convenient pedestrianways that are universally accessible, adequately illuminated, and properly designed to reduce conflicts between motor vehicles and pedestrians. *(RDR)*

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

M 3.1.1 Transit for All. The City shall support a well-designed transit system that meets the transportation needs of Sacramento residents and visitors including seniors, the disabled, and transit-dependent persons. The City shall enhance bicycle and pedestrian access to stations. *(IGC)*

The proposed project will make improvements within the City right-of-way but will not change the current land use designations or zoning of any of the properties. The project is intended to provide streetscape amenities to support pedestrian activity and vitality in the area as part of the overall redevelopment strategy to beautify and revitalize the area. No substantial alteration in existing or planned land uses will result from the proposed project. The proposed project is consistent with the 2030 General Plan designation of “Urban Corridor Low” which specifically calls for “the streetscape to be appointed with landscaping, lighting, public art, and other pedestrian amenities.” The proposed project will complete landscaping and pedestrian amenities in accordance with the General Plan. The proposed project does not conflict with the North Sacramento Community Plan, the 2030 General Plan or the redevelopment plan and streetscape plan for the area.

This environmental assessment assumes that any development on the 1000 block of Del Paso Boulevard would be conforming to both the General Plan and zoning since no formal application has been submitted to the City of Sacramento. Once the project is submitted, the City will conduct a separate environmental screening based on the characteristics of the project as submitted. The installation of frontage improvements for the 1000 block does not conflict with adopted land use policy.

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Zoning

Both sides of Del Paso Boulevard between Arden Way and Acoma Street are zoned "C-2 SPD" or "General Commercial" and are governed by a Special Planning District (SPD). "Special Planning District" denoting that the area is subject to the Del Paso Boulevard Special Planning District (SPD) requirements.

At the northwest terminus of the project area, one large parcel is zoned R-2 and the site is developed as a mobile home park.

The C-2 or general commercial zone provides for the sale of commodities, or performance of services, including repair facilities, small wholesale stores or distributors, and limited processing and packaging. The maximum height within 100 feet of residential is 35 feet; greater than 100 feet to residential the maximum height is 45 feet. There is no maximum lot coverage. Buildings over 40,000 square feet require special permit approval.

The SPD overlay implies that any uses must comply with the Del Paso Boulevard Special Planning District overlay. SPD is a planning tool used to address specific needs of areas which have been determined to be in need of general physical and economic improvement or has special environmental features that land use, zoning and other regulations cannot adequately address. Property with an SPD designation is subject to the requirements set fourth in the SPD Ordinance adopted specifically for the area and the SPD section of the zoning ordinance. The Del Paso Boulevard SPD focuses on limiting permitted commercial land uses to those which complement the retail district.

Redevelopment Planning

The area is also within the North Sacramento Redevelopment Area. This area was designated a redevelopment area in 1992 to address blight and economic dysfunction and deterioration. The *North Sacramento Redevelopment Area Implementation Plan for 2005-2009* (SHRA) sets as a goal to: "Expand commercial uses which are convenient to and meet the daily needs of North Sacramento's residents by strengthening and supporting community shopping facilities in the Del Paso-El Camino business district. In addition to serving North Sacramento residents, commercial activities serving the City and surrounding areas should also be encouraged. Retention and the promotion of community services and facilities that support and enhance neighborhood cohesiveness, stability and pride should be a focal point." A central strategy of this goal is "to improve access to existing businesses and to encourage new businesses to locate in the area, this project will provide assistance to encourage additional on street, angled parking and off street parking. Completion of this project would result in eliminating factors hindering economically viable use."

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In addition to the Redevelopment Implementation Plan, the City Council approved the *Del Paso Boulevard Streetscape Master Plan* (Carter Burgess, November 2002). The central goal of this plan is to “improve the overall environment by developing solutions to transportation related issues for pedestrians, motorist and bicyclists while, at the same time, creating a safe and pleasant environment that will encourage residents and visitors to shop, dine, be entertained and ultimately return to Del Paso Boulevard.” To this end, the plan recommends pedestrian bulb-outs and seating areas, and the reduction of travel lanes to expand sidewalks and pedestrian areas.

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2. AESTHETICS, LIGHT AND GLARE			
Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
<i>Would the proposal:</i>			
A) Have a substantial adverse effect on a scenic vista?			X
B) Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X
C) Substantially degrade the existing visual character or quality of the site and its surroundings?			X
D) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X

ENVIRONMENTAL SETTING

The project site is not in an adopted view corridor or scenic vista. The project area is presently comprised of commercial and retail development. The project is however, in a Design Review District (North Sacramento Redevelopment Area Design Review District). The *Del Paso Boulevard Streetscape Master Plan* sets forth the desired elements for streetscape along this section of the Boulevard.

STANDARDS OF SIGNIFICANCE

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

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

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

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SUMMARY 2030 GENERAL PLAN MASTER EIR

The MEIR determined that implementation of the General Plan could result in construction which could create glare. The MEIR mitigation measure requires that the City amend the Zoning Ordinance to prohibit new development from using mirrored glass, reflective metals or highly reflective glass.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

The MEIR mitigation measure does not apply to this project insofar as this project does not include new commercial or residential development.

ANSWERS TO CHECKLIST QUESTIONS

Questions A - D

The proposed project would not create any aesthetically offensive features. Rather, the project components would provide additional landscaped areas and pedestrian improvements such as bulb-outs as called for in the *Del Paso Boulevard Streetscape Master Plan*. The components would be attractively designed to promote the pedestrian-orientation of the Boulevard. The proposed project does not contain any elements which would increase light and glare or shadows. Aesthetic impacts associated with the proposed project are considered to be less than significant.

MITIGATION MEASURES. No mitigation measures are required.

FINDINGS. The proposed project would result in less-than-significant impacts on aesthetics, light and glare since the project does not create sources of glare or shadow. Street lighting at the west end of the project would be designed to illuminate the sidewalk area and is not expected to create spillover light in the mobile home park. Therefore, the project would have no additional project-specific environmental effects relating to Aesthetics.

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3. AIR QUALITY Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
<i>Would the proposal:</i> A) Conflict with or obstruct implementation of the applicable air quality plan?			X
B) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X
C) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?			X
D) Exposure sensitive receptors to substantial pollutant concentrations?			X
E) Create objectionable odors affecting a substantial number of people?			X
F) Interfere with or impede the City's efforts to reduce greenhouse gas emissions?			X

ENVIRONMENTAL SETTING

The project area is located in the Sacramento Valley Air Basin, which is bounded by the Sierra Nevada on the east and the Coast Range on the west. Prevailing winds in the project area originate primarily from the southwest. These winds are the result of marine breezes coming through the Carquinez Straits. These marine breezes diminish during the winter months, and winds from the north occur more frequently at this time. Air quality within the project area and surrounding region is largely influenced by urban emission sources. Air pollutants of concern to the Sacramento area include:

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Ozone

The concentration of ground level ozone, commonly referred to as smog, is greatest on warm, windless, sunny days. Ozone is not emitted directly into the air, but forms through a complex series of chemical reactions between two directly emitted ozone precursors – reactive organic gases (ROG) and nitrogen oxides (NO_x). These reactions occur over time in the presence of sunlight. The principal sources of the ozone precursors (ROG and NO_x) are the combustion of fuels and the evaporation of solvents, paints, and fuels. As a cumulative result of Sacramento regional development patterns, however, motor vehicles produce the majority of ozone precursor emissions. In fact, over 70% of the NO_x produced in the region is from motor vehicles. Ozone is a public health concern because it is a respiratory irritant that increases susceptibility to respiratory infections and diseases, and because it can harm lung tissue at high concentrations. Ozone has also been linked to cardiovascular disease. In addition, ozone can cause substantial damage to leaf tissues of crops and natural vegetation and can damage many natural and manmade materials by acting as a chemical oxidizing agent.

Particulates

Airborne dust contains fine particulate matter (PM₁₀), i.e. particulate matter less than 10 microns in diameter. This includes a wide range of solid or liquid particles, such as smoke, dust, aerosols and metallic oxides. PM₁₀ can remain in the atmosphere for up to seven days before it is removed from rainout, washout, and gravitational settling. The level of fine particulate matter in the air is a public health concern because PM₁₀ can bypass the body's natural filtration system more easily than larger particles, and can lodge deep in the lungs. The health effects vary depending on a variety of factors, including the type and size of particles. Research has demonstrated a correlation between high PM₁₀ concentrations and increased mortality rates. Elevated PM₁₀ concentrations can also aggravate chronic respiratory illnesses such as bronchitis and asthma.

There are many sources of PM₁₀ emissions, including combustion, industrial and agricultural processes, grading and construction, and motor vehicle use. The PM₁₀ emissions associated with motor vehicle use include tail pipe and tire wear emissions, as well as re-entrained road dust. Construction and operational emissions from land use developments can involve significant on road and off road diesel vehicle use. Environmental impact analysis and mitigation must give thorough consideration to diesel-related particulate emissions and the latest toxic control measures. Particulate matter emissions also result from wood burning in fireplaces and stoves, and open residential and agricultural burning. The contribution of agricultural activities to re-entrained PM₁₀ levels varies, because PM₁₀ emissions are a function of soil type and moisture content.

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Carbon Monoxide (CO)

CO is an odorless, colorless gas that is formed by the incomplete combustion of fuels. Motor vehicle emissions are the dominant source of CO in the Sacramento region. At high concentrations, CO reduces the oxygen-carrying capacity of the blood and can cause dizziness, headaches, unconsciousness, and even death. CO can also aggravate cardiovascular disease. CO emissions and ambient concentrations have decreased significantly in recent years. These improvements are due largely to the introduction of cleaner burning motor vehicles and motor vehicle fuels. The Sacramento region has attained the State and federal CO standard. The records from the region's monitoring stations show that the CO standard has not been exceeded since 1999.

REGULATORY SETTING

Air quality management responsibilities exist at local, state, and federal levels of government. Air quality management planning programs were developed during the past decade in response to requirements established by the federal Clean Air Act (CAA) and the California Clean Air Act of 1988 (CCAA). The Sacramento Metropolitan Air Quality Management District (SMAQMD) is responsible for control of stationary- and indirect-source emissions, air monitoring, and preparation of air quality attainment plans in the Sacramento County portion of the Sacramento Valley Air Basin (SVAB). Both the State of California and the federal government have established ambient air quality standards for several different pollutants.

The pollutants of greatest concern in the project area are carbon monoxide (CO), ozone, and inhalable particulate matter smaller than or equal to 10 microns in diameter (PM10). Sacramento County is classified as a non-attainment area for ozone. Sacramento County is federally designated as a moderate non-attainment area for PM10. Monitoring data have verified that no violation of the federal PM10 standards has occurred in the four most recent years for which data are available, allowing the SMAQMD to request a re-designation from non-attainment to attainment of the federal standards. SMAQMD is currently working with the EPA in preparing a report for the re-designation from non-attainment to attainment, and it expected to be completed within the next few years. For CO, the region is designated as unclassified attainment by the EPA, and is also designated as being in attainment by the State. The State of California has designated the region as being a serious non-attainment area for ozone, and a non-attainment area for PM10.

STANDARDS OF SIGNIFICANCE

The SMAQMD adopted the following thresholds of significance in 2002:

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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).

Toxic Air Contaminants. The project would create a significant impact if it created a risk of 10 in 1 million for cancer (stationary sources only).

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR

The City MEIR for the 2030 General Plan found that cumulative growth and development under the General Plan could result in significant and unavoidable cumulative air quality effects. The City also found that greenhouse gas emissions that would be generated by development consistent with the 2030 General Plan would be a significant and unavoidable cumulative impact. The discussion of greenhouse gas emissions and climate change in the 2030 General Plan Master EIR are incorporated by reference in this Initial Study. (CEQA Guidelines Section 15150).

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

No feasible mitigation measures were identified to reduce cumulative NOx, ROG and PM10 emissions. The following mitigation measures applicable to air quality were identified in the 2030 General Plan Master EIR, and will be applied to the project:

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Greenhouse Gas Emissions and Climate Change: The Master EIR identified numerous policies included in the 2030 General Plan that addressed greenhouse gas emissions and climate change. See Draft MEIR, Chapter 8, and pages 8-49 et seq. The Master EIR is available for review at the offices of Development Services Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA during normal business hours, and is also available online at <http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/>.

Policies identified in the 2030 General Plan include directives relating to sustainable development patterns and practices, and increasing the viability of pedestrian, bicycle and public transit modes. A complete list of policies addressing climate change is included in the Master EIR in Table 8-5, pages 8-50 et seq; the Final MEIR included additional discussion of greenhouse gas emissions and climate change in response to written comments. This document incorporates by reference Chapter 8 of the MEIR and any changes to Chapter 8 of the Final MEIR pages 2-19 et seq. The City of Sacramento, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that the proposed project is an anticipated subsequent project (CEQA Guidelines Section 15176 (b) and (d)) identified and described in the 2030 General Plan Master EIR and is consistent with the land use and mobility (transportation) policies of the 2030 General Plan. The project promotes pedestrian and transit travel and connections and is consistent with the policy directives of the General Plan for sustainable development.

ANSWERS TO CHECKLIST QUESTIONS

Question A, B and C: Emissions and Air Quality Standards

Short Term (Construction Period) Emissions.

The Sacramento Metropolitan Air Quality Management District (SMAQMD) provides a methodology for calculating construction air quality impacts in the 2004 Guide to Air Quality Assessments. For purposes of this analysis, both construction period emissions and post construction (or operating) emissions are considered. Construction period emissions include emissions related to site preparation (grading and earth moving) and emissions related to construction of roadways, structures and facilities. These emissions are generated from contractor employee trips to and from the site, asphalt paving, operation of stationary and mobile construction equipment, and architectural coating operations. Impacts are determined on a daily basis.

To estimate construction period emissions, the most recent SMAQMD's Road Construction Emissions Model, Version 6.3-2 was used. For each of these project types, the model estimates emissions for four activities of road construction: 1) grubbing/land clearing, 2) grading/excavation, 3) drainage/utilities/sub-grade, and 4) paving. These four activities are based on published

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construction information and conversations with road construction firms and the California Department of Transportation. The data entered into the model assumed, for worst case purposes that both component 1 (the public streetscape) and component 2 (the redevelopment project) would be under construction at the same time. It was assumed that the total area to be disturbed from both project components would be 42,000 square feet or approximately 1 acre. Table 2 shows the results of this modeling.

TABLE 2										
DEL PASO BOULEVARD STREETScape PROJECT (ALL COMPONENTS)										
Emissions Estimate										
Road Construction Emissions Model, Version 6.3-2										
Project Phase	EMISSIONS IN POUNDS PER DAY (lbs/day)									
Project Phases	ROG	CO	NOx	Total PM10	Exhaust PM10	Fugitive Dust PM10	Total PM2.5	Exhaust PM2.5	Fugitive Dust PM2.5	CO2
Grubbing/Land Clearing	5.2	21.8	36.3	6.7	1.7	5.0	2.6	1.6	1.0	3,483.6
Grading/Excavation	5.8	23.6	38.8	7.1	2.1	5.0	3.0	1.9	1.0	3,899.1
Drainage/Utilities/ Sub-Grade	5.3	20.3	33.4	6.9	1.9	5.0	2.8	1.8	1.0	3,254.4
Paving	3.9	13.3	17.2	1.6	1.6	-	1.4	1.4	-	1,639.0
Maximum (pounds/day)	5.8	23.6	38.8	7.1	2.1	5.0	3.0	1.9	1.0	3,899.1
Threshold	--	---	85.0	--	--	---	---	---	---	---
Total (tons/construction project)	0.4	1.6	2.6	0.5	0.1	0.3	0.2	0.1	0.1	256.0
Notes:										
Project Start Year: 2010										
Project Length (months): 7										
Total Project Area (acres): 2										
Maximum Area Disturbed/Day (acres): 0.25										
Total Soil Imported/Exported (yd ³ /day): 0										

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The SMAQMD's 2004 *Guide to Air Quality Assessments* (page 3-2) states that: "if the project's NOx mass emissions from heavy-duty, mobile sources is determined not potentially significant using the recommended methodologies for estimating emissions then the Lead Agency may assume that exhaust emissions of other pollutants from operation of equipment and worker commute vehicles are also not significant." For construction period emissions, the SMAQMD's threshold of significance is 85 pounds per day of NOx or more. The NOx emissions rates for the proposed project are estimated at 38.8 pounds per day which is less than the threshold. Therefore, the construction period emissions are estimated to be less-than- significant.

Long Term (Operational Period) and Cumulative Emissions

The proposed project will not result in a change in the population, housing or employment generating land uses which would result in a change in the total number of vehicles using Del Paso Boulevard. As such, vehicle related ozone pre-cursor (NOx and ROG) emissions are estimated to remain roughly the equivalent to "no project" conditions. Therefore, no significant increase in ozone precursors is expected to result from the project. The General Plan MEIR

Question D: Substantial Pollutant Concentrations

Relative to possible carbon monoxide (CO) effects related to expected increases in traffic volumes at intersections, a screening analysis based on the *SMAQMD's 2004 Guide to Air Quality Assessments* was conducted to determine if the proposed project would result in significant contributions to or concentrations of CO at impacted intersections. This screening method assesses the increase in CO concentration resulting from project-related traffic volumes. As noted above, the project itself does not increase the total number of vehicles but may change the trip routs of vehicles depending on the type of signal installed at the intersection of Del Paso Boulevard/Colfax and Southgate. Project Option 1 assumes a full signal is installed at this intersection and Project Option 2 assumes a pedestrian only signal is installed.

Under Option 1, (a full signal) no change in total traffic volumes at intersections results. Under Option 2, a pedestrian only signal, left turn movements would be prohibited which would in turn would re-routing of traffic to other intersections and change intersection volumes. The change in volumes at intersections along Del Paso Boulevard under both options is shown in Table 3:

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**TABLE 3:
DEL PASO BOULEVARD STREETScape PROJECT
INTERSECTION VOLUME
EXISTING (2009) PLUS PROJECT**

Intersection at Del Paso Boulevard (# trips)	OPTION 1 FULL TRAFFIC SIGNAL			OPTION 2 PEDESTRIAN TRAFFIC SIGNAL		
	Existing No Project	Existing w/ Project	Net Change	Existing No Project	Existing w/ Project	Net Change
SR 160 Ramps	935	935	0	935	935	0
Globe/Acoma	935	935	0	935	935	0
Baxter/Barstow	955	955	0	955	975	+20
Southgate/Colfax	1,057	1,057	0	1,057	939	-118
Dale	782	782	0	782	782	0
Edgewater	836	836	0	836	940	+104
Arden/Grove/ Canterbury	2,801	2,801	0	2,801	2,875	+74
TOTAL	8,301	8,301	0	8,301	8,381	+80

The SMAQMD's 2004 *Guide to Air Quality Assessments Handbook* (Table 5.2, page 5-4), provides a method for assessing the significance of CO concentrations. Using a worst case project related pollutant concentration of a net increase of 200 cars, the calculations indicate that the proposed project will result in less-than-significant concentrations of CO.

Question E: Objectionable Odors

The proposed project does not involve activities that would create objectionable odors. Some odors from heavy construction equipment during construction may be noticeable, but would be temporary and not expected to create a long term, objectionable odor.

Question F: Greenhouse Gas Emissions

During construction of the proposed project the construction equipment used is estimated to generate 242.8 tons of CO₂ into the atmosphere contributing to greenhouse gas emissions.

The City approved the 2030 General Plan on March 3, 2009, certified the Master EIR for the 2030 General Plan project at the same time. The Master EIR (MEIR) includes extensive discussion of the potential effects of greenhouse gas (GHG) emissions. The MEIR discussions

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regarding climate change are incorporated here by reference. The Master EIR concluded that the greenhouse gas emissions that could be emitted by development that is consistent with the 2030 General Plan would be cumulatively considerable and unavoidable. (MEIR Errata No.2, page 12). Thus, the City Council determined that construction and growth in accordance with the 2030 General Plan would create greenhouse gases and that these are unavoidable consequences of the General Plan and that these impacts are outweighed by the public benefits of the General Plan.

Question D: Odors

The proposed project will not create permanent objectionable odors. Construction equipment and materials will 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. The impact is therefore considered less than significant.

MITIGATION MEASURES: Impacts are less-than-significant, therefore, no mitigation is required.

FINDING. Potential project specific impacts to short term and long term air quality are below the thresholds for significance and are therefore, **less-than-significant**. The 2030 General Plan EIR determined that cumulative air quality emissions would be significant and unavoidable and that there are no available mitigation measures to reduce such cumulative impacts to a less-than-significant level. The project does not create project any new specific or cumulative emissions (including greenhouse gases) which were not previously analyzed in the General Plan MEIR. As noted above, the project is consistent with the General Plan sustainable development policies which promote pedestrian and transit facilities as part of the overall policy framework to reduce greenhouse gas emissions.

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3. BIOLOGICAL RESOURCES Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
<i>Would the proposal result in impacts to:</i> A) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X
B) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X
C) Have substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X
D) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X
E) Conflict with any local policies or ordinances protecting biological resources such as a tree preservation policy or ordinance?		X	
F) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community conservation Plan, or other approved local, regional, or state habitat conservation plan?			X

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ENVIRONMENTAL SETTING

The proposed project is located in an urbanized, commercial area. Most lots are developed for commercial uses with the exception of a few vacant lots primarily on the south side of Del Paso Boulevard. There are relatively few mature canopy trees in the area, although there are some street trees in tree wells along Del Paso Boulevard. Habitat for migratory birds (mourning dove, scrub jay, northern mockingbird, American robin, Brewer's blackbirds, brown towhees) and other urban tolerant species (deer mice, California Ground squirrels, and opossum) is relatively sparse. There are no known occurrences of special status species within the project area.

REGULATORY ENVIRONMENT

State and Federal Statutes

Pertinent legal protections and requirements of state and federal statutes that apply to the project include:

- National Environmental Policy Act (42 U.S.C. 4321 et seq.).
- Federal Endangered Species Act (16 U.S.C. 1531-1543).
- Fish and Wildlife Coordination Act (16 U.S.C. 661-666).
- Executive Order 11990, Protection of Wetlands (May 24, 1977).
- California Endangered Species Act (Fish and Game Code 2050 et seq.).
- Native Plant Protection Act (California Fish and Game Code 1900-1913).
- Sections 1601-1603 of the California Fish and Game Code that pertain to streambed alterations.
- Migratory Bird Treaty Act of 1918 (16 U.S.C. 703-711).

City and Heritage Trees

A "Heritage Tree" is defined by the Sacramento City Code (12.64.020) as:

- Any tree of any species 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 *Quercus* (oak) species, *Aesculus californica* (California buckeye), or *Platanus racemosa* (western sycamore), having a circumference of 36 inches or greater when a single trunk, or a circumference of 36 inches or greater when a multi-trunk.

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- Any tree 36 inches in circumference or greater in a riparian zone. The riparian zone is measured from the center line of the water course to 30 feet beyond the high water line.
- 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).

A “Street Tree” is defined by the Sacramento City Code (12.56.020) as any tree growing in a public street right-of-way. Any impacts to City trees require a permit from the Department of Transportation, Urban Forestry Services.

Protection of Heritage Trees

In accordance with Sacramento City Code (12.64.040), the following rules shall apply during construction activities on any property upon which is located a Heritage tree or which would affect a City “Street Tree.” Unless the express written permission of the Director of the Department of Parks and Recreation or the director’s authorized representative is first obtained, no person shall:

- Change the amount of irrigation provided to any Heritage tree from that which was provided prior to the commencement of construction activity;
- Trench, grade, or pave into the drip line area of a Heritage tree;
- change, by more than 2 feet, grade elevations within 30 feet of the drip line area of a Heritage tree;
- Park or operate any motor vehicle within the drip line of any Heritage tree;
- place or store any equipment or construction materials within the drip line area of any Heritage tree;
- Attach any signs, ropes, cables or any other items to any Heritage tree;
- cut or trim any branch of a Heritage tree for temporary construction purposes; or
- Place or allow to flow into or over the drip line area of any Heritage tree any oil, fuel, concrete mix, or other deleterious substance.

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 from 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;

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- 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
- Violate the Heritage Tree Ordinance (City Code 12.64.040).

SUMMARY 2030 GENERAL PLAN MASTER EIR

Relative to this project, the 2030 General Plan MEIR determined that implementation of the General Plan would have a less-than-significant impact on City's Heritage Tree Ordinance. The MEIR also identified significant impacts to sensitive communities and species, however, none of those natural communities or special status species occur in the project area.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

No significant impacts applicable to this project were identified by the MEIR; therefore, there are no mitigation measures from the MEIR that apply to this project.

ANSWERS TO CHECKLIST QUESTIONS

Question A, B and C: Endangered Species, Habitats and Wetlands

There are no critical habitats, wetlands or waters of the United States and, there are no recorded special status species occurrences within the project area. Therefore, there are no impacts to special status species or their habitats or to wetlands and waters of the United States.

Question D: Fisheries and Wildlife Corridors

There are no native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors in the project area. The nearest migratory fish corridor is the American River which is not in the project area and will not be directly or indirectly affected by the project.

Question E: Tree Protection

Implementation of Component 1, the Public Streetscape Project, is not expected to result in the removal of City street trees. The project will maintain the current sidewalk alignment and will improve existing tree wells to support healthier trees. The also includes new landscaping along the Boulevard within the right-of-way. Although no trees are expected to be removed by this

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component, construction work near trees may require trimming and may expose trees to construction equipment. Damage to City Street trees is considered is a potentially significant impact which can be mitigated by proper adherence to tree protection measures.

Component 2, the Redevelopment Project for the 1000 block of Del Paso Boulevard will require the purchase of approximately 12 feet of right-of-way to create a parking lane and sidewalk. This will require the removal of 4 of the 5 existing public street trees. Removal of public street trees will require a permit from the City's Urban Forestry Division and is considered a potentially significant impact.

Question F: Habitat Conservation Plan

The project is not located in an area governed by a Habitat Conservation Plan. The only adopted Habitat Conservation Plan in North Sacramento covers the North Natomas area which is located substantially to the north of the project area. Therefore, the project is not anticipated to impact any adopted Habitat Conservation Plan.

MITIGATION MEASURES

Both components of the project will result in construction work near the roots and drip lines of public street trees which is a potentially significant effect. The following tree protection mitigation measures shall be applied to the project:

MITIGATION MEASURE 2 PROTECTION OF CITY STREET TREES

1. For Component 2, the City shall consult with the City Arborist and apply for a tree removal permit for affected City Street trees in the 1000 block of Del Paso Boulevard and the City and contractor shall comply with all applicable permit conditions.
2. For both Components 1 and 2, during construction the Contractor shall follow the procedures necessary to protect existing trees. All work near the trees shall be coordinated with the City Arborist, Department of Transportation, Urban Forestry Services. The Contractor shall comply with direction as given by the City Arborist and the following City requirements regarding tree protection:

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- No Storage of materials or parking of vehicles may occur within the driplines of the trees.
- If, during construction grading, tree roots two inches (2") in diameter or greater are encountered, work shall stop immediately and the City Arborist shall be contacted for a root inspection, and the root shall not be cut unless the arborist approves. Roots approved by the arborist to be severed during the course of project construction shall be neatly trimmed. If a large number of roots require cutting, the tree will then have to be evaluated by the certified arborist for possible removal.
- If construction activities will affect any of the limbs of the trees, a certified arborist (certified by International Society of Arborists, Western Chapter) shall be consulted prior to the cutting or removal of any limb. Limbs approved by the arborist to be severed during the course of project construction shall be neatly trimmed.
- The Contractor shall be responsible for damages to trees. Trees damaged by the Contractor during construction activities shall be assessed by the City Arborist using the International Society of Arborists (ISA) appraisal guide. The Contractor's responsibility for damaged trees will be determined by the Arborist.

FINDING. The proposed project has the potential to affect existing public street trees. With incorporation of Mitigation Measure 2 above, protective measures will be employed to ensure that any street tree is properly protected during construction. Employment of Mitigation Measure 2 will reduce potential impacts to a **less-than-significant** level.

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4. CULTURAL RESOURCES Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
<i>Would the proposal:</i> A) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?			X
B) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			X
C) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X
D) Disturb any human remains, including those interred outside of formal cemeteries?			X

ENVIRONMENTAL SETTING

North Sacramento was originally known as Rancho Del Paso. In 1844, the Mexican governor of California granted 44,000 acres to Eliab Grimes. The Rancho extended from the American River to the present day Grant Line Road with the western boundary at Old Marysville Road. In 1862, James Ben Ali Haggin acquired the land and converted the ranch to a thoroughbred horse-breeding farm. At the turn of the century horse racing began to decline, and the Rancho was sold to the Sacramento Valley Colonization Company. It was again sold in 1910 to Daniel W. Johnston, founder of the North Sacramento Land Company. Mr. Johnston and his son subdivided the area laying out streets, water and lighting systems, thereby establishing the community of North Sacramento. Some streets along Del Paso Boulevard such as Dixieanne, Calvados and Cantalier were named after Haggin's famous race horses. Although the lots in the City of North Sacramento were aggressively marketed, lack of a transportation connection between the City of Sacramento and North Sacramento was an obstacle. In 1915, however, the

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first street car line was laid out along the main line of the Northern Railway. The rail connection contributed substantially to the growth and development of North Sacramento.²

North Sacramento was incorporated into the City of North Sacramento in 1924. This was shortly followed by the construction of the first houses in the Woodlake area. At that time Del Paso Boulevard was a dirt road. Johnston advocated for a broad boulevard of approximately 100 feet wide with a park median and trees on either side. By 1934 a bridge between North Sacramento and Sacramento was widened and Del Paso Boulevard became one of the most heavily traveled corridors in northern California. In 1948 North Sacramento became the first City on the Pacific coast to install luminous lights on Del Paso Boulevard for the safety of pedestrians and vehicles. The Boulevard and commercial area thrived from the mid 1930's to the late 1950's. However, in 1955, the North Sacramento Freeway was built which resulted in a decrease in vehicle trips and prosperity along the Boulevard.³ In 1964, the City of North Sacramento was consolidated with the City of Sacramento.

PAR Environmental Services was retained to research the historic significance and archeological sensitivity of the project area. A record search identified one previously record property which is Del Paso Boulevard itself. Del Paso Boulevard was recorded as an historic route in 1993 and was designated CA-SAC-570-H. It has also received an Office of Historic Preservation primary number, P- 34-742. The route has been used since the nineteenth century, originally the main route between Sacramento and Marysville. In the early twentieth century the route was included in the Lincoln Highway and by the end of the 1920s was designated as part of US 40. North Sacramento was laid out in the early 1920s and relied on the Lincoln Highway and the Sacramento Northern Railroad to support commuter traffic between North Sacramento and Sacramento. By the end of World War II automobile use increased and with the construction of I-80 North Sacramento was by-passed and Del Paso Boulevard ceased to be an element of US highway system. At this time the route has ceased to resemble the original historic route of Marysville Road, the Lincoln Highway, or US 40 as the route existed historically. According to PAR Environmental Services, the surrounding area has been extensively developed and the road no longer retains any evidence of its original appearance as a rural road as it existed during the nineteenth and early twentieth centuries.⁴

² *Del Paso Boulevard Streetscape Improvement and Beautification Master Plan*, 2002.

³ *Ibid.*

⁴ Historic Property Survey Report for Del Paso Boulevard Streetscape Project prepared by PAR Environmental Services, July 2009.

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STANDARDS OF SIGNIFICANCE

Cultural resources 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 by Section 15064.5 of the CEQA Guidelines or;
2. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

SUMMARY 2030 GENERAL PLAN MASTER EIR

The MEIR for the 2030 General Plan determined that implementation of the General Plan could have both project specific and cumulative effects to historic and archeological resources. The 2030 General Plan includes a number of policies to protect such resources. None-the-less, the MEIR concluded that no feasible mitigation measures beyond what the 2030 General Plan policies require are available to ensure that no archaeological or historic resources are damaged or destroyed.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

The MEIR determined that there were no mitigation measures available to eliminate potential impacts to cultural resources. Therefore, there are no mitigation measures from the MEIR that apply to this project.

ANSWERS TO CHECKLIST QUESTIONS

Questions A through C: Historic and Archeological Resources

Some of the commercial structures within the affected portion of Del Paso Boulevard were constructed in the 1930's through 1950's, which might make them eligible for listing. However, there are no designated historic districts or listed structures in the project area. Additionally, the proposed project occurs entirely in the right-of-way and would not directly affect adversely adjacent structures. Finally, the proposed project includes protection of building frontages from construction impacts and vibrations. These conditions, included as part of the project include:

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1. The existing concrete would be saw-cut six (6) inches from existing building faces. In order to break the concrete, a backhoe with a jackhammer attachment or loader would be used if the work is being done more than six (6) inches away from the buildings. The equipment would be located a safe distance from the buildings so any arms or attachments cannot reach the building.
2. If the contractor needs to remove damaged sections or areas required to maintain drainage compliance beyond the six (6)-inch margin, a hand-held hydraulic jackhammer would be used to break existing concrete into pieces within six (6) inches of the building faces. The broken concrete would then be removed by hand.
3. Ride-on machinery would be used to compact the ground five (5) feet or more away from the building faces. A vibrator plate tamper would be used to compact the material that is within five (5) feet of the building face.
4. When constructing new concrete walkways against existing buildings, the concrete walkway will be separated from an existing structure by a 0.5-inch fiber expansion joint. The new sidewalk will be poured from a concrete truck and will be finished using hand tools. The existing buildings and loading docks will be protected with plastic sheeting to prevent concrete from splattering onto the existing structures.

As such, building will be protected from construction activities and the proposed project will have a less-than-significant impact on historic structures.

Although there are no known historic or architectural resources on the project site or near vicinity, there is the possibility that ground disturbance (grading and site preparation) may unearth historic or prehistoric cultural artifacts. There is therefore, the possibility that subsurface artifacts may be uncovered as part of the site preparation process. The City of Sacramento's Standard Construction Bid Specifications include the following language:

“In accordance with the City of Sacramento's construction contract requirements, all work shall stop if artifacts or stone, bone, or shell are uncovered during construction activities; the Contractor shall stop work within 100 feet of the find and notify the City, who will consult with a qualified archaeologist for an on-the-spot evaluation. Additional mitigation of the archaeological site will be the responsibility of the City. If bone is found and it appears to be human, the City will notify the Sacramento County coroner and the Native American Heritage Commission (916) 322-7791.”

These standard specifications provide adequate protections for potential buried cultural resources. As such, impacts are considered less-than-significant.

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Questions D and E:

There are no known religious or sacred uses in the project area. Therefore, no impacts are expected.

MITIGATION MEASURES. No mitigation measures are required.

FINDING. Potential project level impacts are **less-than-significant** and do not contribute to cumulative impacts greater than those previously analyzed in the 2030 General Plan MEIR.

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5. ENERGY Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
<i>Would the proposal result in impacts to:</i>			X
A) Power or natural gas?			X
B) Use non-renewable resources in a wasteful and inefficient manner?			X
C) Substantial increase in demand of existing sources of energy or require the development of new sources of energy?			X

ENVIRONMENTAL SETTING

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

Pacific, Gas and Electric (PG&E) is the natural gas utility of the City of Sacramento. PG&E gas transmission lines are primarily located north of the City of Sacramento. Distribution pipelines are located throughout the City, usually underground along City and County public easement.

The Sacramento Municipal Utility District (SMUD) supplies the electricity to the City of Sacramento. Major transmission lines are located in the northeastern portion of the City of Sacramento.

The City of Sacramento is a member of the Underground Service Alert (U.S.A.) one-call program. Under this program, the contractor is required to notify the U.S.A. 48 hours in advance of performing excavation work. The contractor or developer has the responsibility for the timely removal, relocation or protection of any existing utility services located on the site of any construction project.

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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).

SUMMARY 2030 GENERAL PLAN MASTER EIR

The 2030 General Plan MEIR determined that implementation of the General Plan would have a less-than-significant impact on electricity and natural gas.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

The MEIR did not identify significant energy impacts and therefore, did not propose mitigation measures. Therefore, there are no mitigation measures from the MEIR that apply to this project.

ANSWERS TO CHECKLIST QUESTIONS

Questions A, B and C

Implementation of the proposed project will not in and of themselves adversely affect energy resources or increase consumption of such resources. The project would consume fossil fuels during construction. All construction equipment will be maintained and tuned at the interval recommended by the manufacturers to ensure efficient use of fuel. The energy demands of improved traffic signals will not result in the need for new electrical sources, production equipment or substantial modification of transmission systems. As such, the proposed project will have a less than significant effect on energy systems.

MITIGATION MEASURES. No impacts have been identified; therefore, no mitigation measures are required.

FINDING. The project would not result in impacts to electrical or natural gas systems. Impacts to energy systems are **less-than-significant**.

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<p>6. GEOLOGY AND SOILS</p> <p>Issues:</p>	<p>Effect remains significant with all identified mitigation</p>	<p>Effect can be mitigated to less than significant</p>	<p>No additional significant environmental effect</p>
<p>6. GEOLOGY AND SOILS</p> <p><i>Would the project:</i></p> <p>A) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <ul style="list-style-type: none"> i.) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii.) Strong seismic ground shaking? iii.) Seismic-related ground failure, including liquefaction? iv.) Landslides? 			<p>X</p>
<p>B) Result in substantial soil erosion or the loss of topsoil?</p>			<p>X</p>
<p>C) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?</p>			
<p>D) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?</p>			<p>X</p>
<p>E) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?</p>			<p>X</p>

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ENVIRONMENTAL SETTING

Regional Geology

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

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

Seismicity

Chapter 6.5 of the Master EIR for the 2030 General Plan discusses the geology and exposure to seismicity of the Sacramento region. While there are no known faults in the greater Sacramento region, faults in other areas of the state could result in seismic events. No active or potentially active faults are known to cross within close proximity to the project site. The City of Sacramento is subject to potential damage from earthquake groundshaking at a maximum intensity of VIII of the Modified Mercalli scale. An earthquake of intensity VIII could cause alarm; structural damage would be moderate depending on structural design. However, no geologic features such as faults or Alquist-Priolo special studies zones are known to occur in or near the project area.

The nearest active 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). Potentially active faults closer to the site include the New Melones fault zone, the Bear Mountain fault, the Auburn Shear fault, the Dunnigan Hills fault and the Midland fault.

Soils and Soil Conditions

Soils in this area are Sailboat-Scribner-Cosumnes, characterized by very deep, somewhat poorly and poorly-drained soils that have a seasonal high water table and are protected by levees.

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REGULATORY SETTING

The City of Sacramento has adopted standard measures to control erosion and sediment. The proposed project will follow the standards set forth in the “Administrative and Technical Procedures Manual for Grading and Erosion and Sediment Control.” All projects in the City of Sacramento are required to comply with the City’s Standard Construction Specifications for Erosion and Sediment Control. These conditions include:

- 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 to the City Engineer for review and approval an Erosion and Sediment Control Plan (ESC Plan). The ESC Plan shall include an effective re-vegetation program to stabilize all disturbed areas which will not be otherwise protected; prevention of increased discharge of sediment at all stages of grading and development from initial disturbance of the ground to project completion; recommendations of any Civil Engineer, Geotechnical Engineer, or Engineering Geologist involved in the preparation of the grading plans; the inspection and repair of all erosion and sediment control facilities at the close of each active working day during the rainy season; and for specific sediment clean-out and vegetation maintenance criteria. In addition, 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 maximum runoff rate from the site; descriptions and specifications for all surface runoff, erosion, and sediment control devices to be used for the project site; a description of the changes made from the ESC Plan to the PC Plan, a description of the final vegetative measures to be used for the project site, and an estimate of the costs of implementing the PC Plan erosion and sediment control measures. The description of the changes made from ESC Plan to the PC plan shall include a map showing the final Best Management Practices (BMPs) used to control erosion, sediment, and surface runoff of non-stormwater; locations of final BMPs with reference to the final improvements and structures installed; and how the BMPs will control surface runoff, erosion, and sediment.

- 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 outlined in this section, the Contractor shall revise the plan accordingly to the satisfaction of the City Engineer.

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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.

SUMMARY 2030 GENERAL PLAN MASTER EIR

The 2030 General Plan Master EIR (MEIR) determined that although the City is in an area of moderate geological hazards, existing regulations and protections are in place such as the California Building Code, and City and CalTrans road design requirements which reduce these risks to a less-than-significant level. Therefore, the MEIR did not identify any significant geological impacts or require mitigation measures.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

The MEIR did not identify significant geological impacts in the Sacramento area and therefore, did not propose mitigation measures. Therefore, there are no mitigation measures from the MEIR that apply to this project.

ANSWERS TO CHECKLIST QUESTIONS

Question A: Seismic Hazards

The section of Del Paso Boulevard where the project is proposed is not identified as an area which is in close proximity to any known faults. The area is general level terrain, and therefore not subject to slope failure or other geologic structural hazards.

Question B: Erosion

As noted above, the project area includes relatively level terrain and there are no significant slopes or known hazardous soil conditions. Construction of the curb bulb-outs and related facilities will however, require some grading and re-contouring to prepare the slope to meet either drainage requirements or ADA requirements. During this time, soils may be exposed which could result in erosion. The City of Sacramento Department of Transportation will be the lead agency for implementation the improvements. The City of Sacramento City Code (Ordinance 15.88.250) requires that all grading and erosion control shall be conducted in compliance with the

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requirements of the City Code to prevent erosion of soils during construction. These comprehensive best management practices will generally reduce construction period erosion and run-off to a less-than-significant level. Erosion control BMP's are included in the City's Standard Construction Specifications for Erosion and Sediment Control listed above in the Environmental Setting. With inclusion of these procedures, impacts of the proposed project on soils and geology would be less-than-significant.

Question C: Landsides and Subsidence

This section of North Sacramento is not known for natural subsidence. However, dewatering activities may cause isolated areas of subsidence. To implement the proposed project, some grading and reconfiguration of the street elevations will be necessary, however, no dewatering activities are anticipated to occur during construction which would contribute to subsidence. Impacts in this area would be less- than-significant.

Question D: Expansive Soils

Soils in this area are Sailboat-Scribner-Cosumnes which are not known to be highly expansive.

Question D: Septic Tank Risks

Properties on Del Paso Boulevard are served by the City of Sacramento sewer system and there are no known properties with septic tanks on Del Paso Boulevard. No significant impact related to septic tank risks is expected to occur.

MITIGATION MEASURES: None required.

FINDING: The proposed project will not alter the distribution or location of planned urban development and as such no new impacts to soils, geology or increase seismic risk are expected to occur which were not analyzed in the General Plan MEIR. Impacts to geological resources would be *less-than-significant*.

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7. HAZARDS Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
Would the project: A) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X
B) Create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X
C) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X
D) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X
E) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport, or public use airport, would the project result in a safety hazard for people residing or working in the project area?			X
F) For a project within the vicinity of private airstrip, would the project result in a safety hazard for people residing or working in the project area?			X
G) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X

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7. HAZARDS Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
H) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			X

ENVIRONMENTAL SETTING

The City of Sacramento, like many established urban areas has a number of identified hazardous materials sites. The Department of Toxic Substance Control (DTSC) is the state agency in charge of toxic substance regulations. The Sacramento County Environmental Management Department (SCEMD) is in charge of maintaining a listing of toxic sites and their status in the County of Sacramento. The DTSC maintains a database of known toxic sites and the status of these sites. For the North Sacramento Redevelopment Area, the DTSC "Envirostor Database" reports four known sites shown in Table 9.

TABLE 9 STATE DEPARTMENT OF TOXIC SUBSTANCES CONTROL KNOWN TOXIC SITES IN VICINITY OF THE PROJECT AREA				
SITE / FACILITY NAME	CLEANUP STATUS	ADDRESS DESCRIPTION	CITY	ZIP
7UP Bottling Facility	Active	2670 Land Ave	Sacramento	95815
A-1 Plating Company	Certified- Land Use Restrictions	2170 Acoma St	Sacramento	95815
Sierra Battery Sales	Certified- Land Use Restrictions	977 Lochbrae Road	Sacramento	95815
Sonoma Avenue Site	Certified	1035 Sonoma Avenue	Sacramento	95815

Source: State Department of Toxic Substances Control (DTSC), EnviroStor Data Base accessed July 21, 2009.

In addition, the SCEMD maintains a list of identified former gas stations and other operations along Del Paso Boulevard. These include:

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**TABLE 10
SACRAMENTO COUNTY ENVIRONMENTAL MANAGEMENT (SCEMD)
KNOWN TOXIC SITES IN THE PROJECT AREA**

SITE / FACILITY NAME	CLEANUP STATUS	ADDRESS DESCRIPTION	CITY	ZIP
Former Gas Station	Active	1000 Del Paso Boulevard	Sacramento	95815
RT Parking Lot	Closed	1100 Del Paso Boulevard	Sacramento	95815
Budget Cleaners	Closed	1124 Del Paso Boulevard	Sacramento	95815
Noble Auto Sales	Inactive	1212 Del Paso Boulevard	Sacramento	95815
Orbit Gas	Closed	1340 Del Paso Boulevard	Sacramento	95815
Hill Trust	Inactive	1401-1405 Del Paso Blvd.	Sacramento	95815

Source: Sacramento County Environmental Management Department 2009

The privately owned land located at the corner of Globe and Del Paso Boulevard within the 1000 block of Del Paso Boulevard is identified as a remediation case by the SCEMD and is subject to both soil and water contamination from petroleum substances.

Relative to air traffic hazards, the City of Sacramento has two major airports, the Sacramento International Airport located north of the project area in North Natomas and the Executive Airport located in South Sacramento along Freeport Boulevard. The project site does not lie within the footprint of either of these airports.

REGULATORY ENVIRONMENT

Hazardous materials are subject to a variety of local, State and federal regulations. Of particular concern to this project are existing local regulations designed to reduce risk of exposure to hazardous materials. The following is Hazardous Materials Information and Requirements which is required of all development projects sponsored by the City of Sacramento.

City of Sacramento Standard Specifications for Public Works Construction

“In the event hazardous or contaminated materials are encountered at the site for which separate handling or removal provisions have been made, the Contractor shall stop work on that item, contact the Engineer and schedule his operations to work elsewhere on the site if possible. The City will be responsible for handling and removal of hazardous material or may request that the Contractor be made available, through contract change order, to provide additional services as needed

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for the completion of the work. Additional services may consist of retaining subcontractors who possess a California license for hazardous substance removal and remedial actions.

Hazardous or contaminated materials may only be removed and disposed from the project site in accordance with the following provisions:

- A. All work is to be completed in accordance with the following regulations and requirements:
 1. Chapter 6.5, Division 20, California Health and Safety Code.
 2. California Administration Code, Title 22, relating to Handling, Storage, and Treatment of Hazardous Materials.
 3. City of Sacramento Building Code and the Uniform Building Code, 1994 edition.
- B. Coordination shall be made with the County of Sacramento Environmental Management Department, Hazardous Materials Division, and the necessary applications shall be filed.
- C. All hazardous materials shall be disposed of at an approved disposal site and shall only be hauled by a current California registered hazardous waste hauler using correct manifesting procedures and vehicles displaying a current Certificate of Compliance. The Contractor shall identify by name and address the site where toxic substances shall be disposed of. No payment for removal and disposal services shall be made without a valid certificate from the approved disposal site that the material was delivered.

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

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

SUMMARY 2030 GENERAL PLAN MASTER EIR

The 2030 General Plan MEIR determined that implementation of the General Plan would have a less-than-significant impact related to hazardous materials because existing regulations are in effect which protect the public.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

The MEIR did not identify significant hazardous materials risks from implementation of the General Plan and therefore, did not propose mitigation measures. Therefore, there are no mitigation measures from the MEIR that apply to this project.

ANSWERS TO CHECKLIST QUESTIONS

Questions A, B, C and D: Hazardous Substances Risks

The proposed project will construct street improvements and parking areas which will not result in any activities which would pose a hazardous materials risk. There are however, known contaminated sites in the vicinity of the project area on private lands adjacent to the right-of-way of Del Paso Boulevard. As noted above in the regulatory section, the City has standard construction period protocols regarding suspect materials and worker safety which must be employed in the event suspect materials or stained or odorous dirt is encountered.

One of the known sites is located at 1000 Del Paso Boulevard. For the redevelopment component of the project it would be necessary to dedicate 10 to 12 feet of right-of-way from a private owner and the Sacramento Housing and Redevelopment Agency to the City. It is therefore, possible that the City of Sacramento may be liable for hazardous or petroleum substances if the City accepts this dedication without prior due diligence and research. This could constitute a significant impact if construction work or excavation occurs and exposes workers or the public to toxic materials.

Question E and F: Airport Related Risks

The project site does not lie within the footprint of either of the Sacramento International or Executive airports and risks related to air traffic are less-than-significant.

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Question G: Wildfire Risks

The project area is an existing urban environment which does not include open wildlands subject to wildfires. Impacts related to wildfires is considered less-than-significant.

MITIGATION MEASURES.

For the redevelopment component of the project a significant impact may occur if the City of Sacramento accepts a dedication of lands with hazardous substances or petroleum contamination. In order to reduce this impact to a less-than-significant level, the following mitigation measure would be required for the redevelopment component of the project (1000 block). Since the public streetscape project does not require any acquisition of right-of-way, this mitigation measure does not apply to the public streetscape component of the project.

MITIGATION MEASURE 3: For the Redevelopment Component of the Project, the City of Sacramento Real Estate Division, shall require the submission of a minimum of a Phase I site assessment to determine if the site history presents any unusual liabilities for use as a public right-of-way. Prior to any agreement to acceptance of any land in the 1000 block for right-of-way, the City shall determine if there is any potential contamination that could affect worker and public safety if so shall develop a mutually acceptable plan with the property owner and Sacramento County Environmental Management Department for the remediation of such hazardous substances.

FINDING. Component 2 of the proposed project would involve the acceptance of a right-of-way dedication from a private property owner of 1000 Del Paso Boulevard, a known contaminated site currently under remediation. With incorporation of Mitigation Measure 3 (above), this potential project specific impact can be reduced to a **less-than-significant** level.

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8. HYDROLOGY AND WATER RESOURCES Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
<i>Would the project:</i> A) Violate any water quality standards or waste or discharge requirements?			X
B) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to level which would not support existing land uses or planned uses for which permits have been granted)?			X
C) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X
D) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X
E) Otherwise substantially degrade water quality?			X
F) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?			X
G) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			X
H) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			

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ENVIRONMENTAL SETTING

Surface/Groundwater

The North Sacramento Community Planning Area is located immediately north of the American River one of the largest sources of surface water in the City of Sacramento. The aquifer system underlying the City is part of the larger Central Valley groundwater basin. The Sacramento, American, and Cosumnes Rivers are the main surface water tributaries that drain much of Sacramento and recharge the aquifer system. Surface inflows to the east of the City Limits and deep percolation of precipitation and surface water applied to irrigated crop land recharge the aquifer system. The City has historically used groundwater for 15 to 20 percent of annual supply. In the South American Sub-basin groundwater withdrawals are in balance with recharge for the Sub-basin. Groundwater reports showed declining groundwater levels in the North American Sub-basin prior to 1992; since 1992 a reduction of groundwater pumping has resulted in stabilized groundwater levels. (MEIR, page 6.1111)

Water Quality

The City's municipal water is received from the American and Sacramento Rivers. The water quality of the American River is considered very good. The Sacramento River water is considered to be of good quality also, although higher sediment loads and extensive irrigated agriculture upstream of Sacramento tends to degrade the water quality. During the spring and fall, irrigation tailwaters are discharged into drainage canals that flow to the river. In the winter, runoff flows over these same areas. In both instances, flows are highly turbid and introduce large amounts of herbicides and pesticides into the drainage canals, particularly rice field herbicides in May and June. The aesthetic quality of the river is changed from relatively clear to turbid from irrigation discharges.

Flooding

Sections of the City of Sacramento are located in 100 year flood areas. The Federal Emergency Management Agency (FEMA) publishes Flood Insurance Rate Maps (FIRM) that delineates flood hazard zones for communities. The Federal Emergency Management Agency (FEMA) FIRM map designates the project area as "Shaded X" and describes this designation as follows:

"Zones X and Shaded X correspond to areas of minimal and moderate flood hazard, respectively, both outside the 1-percent annual chance floodplain, 1-percent annual chance sheet flow flooding where average depths are less than 1 foot, 1-percent annual

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chance stream flooding where the contributing drainage area is less than 1 square mile, or areas protected from the 1- percent annual chance flood by levees. No Base Flood Elevations or depths are calculated within this zone. Flood insurance purchase is not required in these zones.”

REGULATORY SETTING

The Central Valley Regional Water Quality Control Board (RWQCB) has primary responsibility for protecting the quality of surface and groundwaters within the City. The RWQCB’s efforts are generally focused on preventing either the introduction of new pollutants or an increase in the discharge of existing pollutants into bodies of water that fall under its jurisdiction. The proximity of the Sacramento and American rivers to the project site and the existence of both a shallow water table and deep aquifer beneath the area keep the RWQCB interested in activities in the area.

The City of Sacramento has obtained a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board under the requirements of the Environmental Protection Agency and Section 402 of the Clean Water Act. The goal of the permit is to reduce pollutants found in urban storm runoff. The general permit requires the permittee to employ “Best Management Practices” (BMPs) before, during, and after construction. The primary objective of the BMPs is to reduce non-point source pollution into waterways. These practices include structural and source control measures for residential and commercial areas, and BMPs for construction sites. BMPs mechanisms minimize erosion and sedimentation, and prevent pollutants such as oil and grease from entering the storm water drains. BMPs are approved by Department of Utilities before beginning construction (the BMP document is available from the Department of Utilities, Flood Control and Sewers Division, 1391 35th Avenue, Sacramento, CA). Components of BMPs include:

- ❖ Maintenance of structures and roads;
- ❖ Flood control management;
- ❖ Comprehensive development plans;
- ❖ Grading, erosion and sediment control ordinances;
- ❖ Inspection and enforcement procedures;
- ❖ Educational programs for toxic material management;
- ❖ Reduction of pesticide use; and
- ❖ Site specific structural and non-structural control measures.

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

SUMMARY 2030 GENERAL PLAN MASTER EIR

The 2030 General Plan MEIR determined that implementation of the General Plan would have a less-than-significant impact on water quality and hydrology because existing regulations are in effect which protect water quality.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

The MEIR did not identify significant water quality impacts in the Sacramento area and therefore, did not propose mitigation measures. Therefore, there are no mitigation measures from the MEIR that apply to this project.

ANSWERS TO CHECKLIST QUESTIONS

Question A and E: Water Quality Standards and Discharge Requirements

Construction of the street improvements has the potential to impact water quality. Fuel, oil, grease, solvents, concrete wash and other chemicals used in construction activities have the potential of creating toxic problems if allowed to enter a waterway. Construction activities are also a source of various other materials including trash, soap, and sanitary wastes. The degree of construction related impacts to water quality is partially determined by the duration of the various construction activities, timing of construction and rainfall distribution. Due to low summer rainfall, construction activities during the summer would decrease the sediment and other pollutant levels that may impact water quality. The project is required to comply with the City of Sacramento Code, Ordinance 15.88.250, Erosion and Sediment Control and with the requirements of the City's National Pollutant Discharge Elimination System (NPDES) permit. Both of these regulations require that the City employ Best Management Practices (BMPs) before, during and after construction. Compliance with BMP provisions will assure that development and use of the site will result in a less-than-significant impact to surface waters and will not result in the alteration of

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surface water quality. The project is also required to comply with Regional Water Quality Control Board (RWQCB) permit requirements to ensure that groundwater is not impacted. Furthermore, as stated in the *Standard Specifications for Public Works Construction*, the Contractor is responsible for controlling erosion and sedimentation within the limits of the project at all times during the course of construction. The Contractor shall implement measures to prevent sediment and construction debris from entering City of Sacramento storm drain systems and will provide protection around any drain inlets that receive runoff from the limits of the construction zone.

The proposed project will not result in additional impacts to surface waters in so far as the proposed project does not significantly change the current alignment of streets or result in any new significant amount of street run-off. New curb bulbs and sidewalks will be installed in areas which were previously within the road right-of-way and paved. Therefore, the total amount of impervious surface (or paved surface) is not expected to change substantially which would result in a substantial increase in run-off and discharge as a result of the public streetscape project. The redevelopment project (the 1000 block of Del Paso Boulevard) will require the dedication of approximately 10 to 12 feet of right-of-way along this block face. With installation of new sidewalks and parking along this area, it is estimated that the new impervious surface area created would be less than a tenth of an acre and would not significantly change the amount of storm water absorption and run-off.

The improvements from all project components may change some surface elevations in order to meet ADA standards; however, as noted above, the design improvements is being coordinated with the new drainage improvements proposed for the area.

The proposed project will alter some drainage patterns within the Del Paso Boulevard roadway through the construction of new curb bulbs. Drop inlets will be reconstructed and new storm drainage lines will be installed to direct storm water to existing City facilities. The new drainage facilities will be installed to City standards.

Question B: Groundwater Impacts

The proposed project is not expected to impact ground water resources. The project will not substantially increase the amount of impervious surface which would limit groundwater recharge. Rather, the project will replace existing impervious surface. No significant effects on groundwater or groundwater recharge potential are anticipated.

Questions C and D: Drainage and Run-off

The proposed project will not result in additional impacts to surface waters in so far as the proposed project does not significantly change the current alignment of streets or result in any new

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significant amount of street run-off. New curb bulbs and sidewalks will be installed in areas which were previously within the road right-of-way and paved. Therefore, the total amount of impervious surface (or paved surface) is not expected to change substantially which would result in a substantial increase in run-off and discharge as a result of the public streetscape project. The redevelopment project (the 1000 block of Del Paso Boulevard) will require the dedication of approximately 10 to 12 feet of right-of-way along this block face. With installation of new sidewalks and parking along this area, it is estimated that the new impervious surface area created would be less than a tenth of an acre and would not significantly change the amount of storm water absorption and run-off.

The improvements from all project components may change some surface elevations in order to meet ADA standards; however, as noted above, the design improvements is being coordinated with the new drainage improvements proposed for the area.

Questions F, G and H. Flood Risks

The proposed project area is within the Shaded X zone or an area of minimal and moderate flood hazard. The proposed project is not anticipated to increase the amount of land, property or persons exposed to flood hazard since the project will not result in a change in land use or in the development of new habitable structures. As such, the proposed project will not result in increased exposure to flood risks.

MITIGATION MEASURES: None required.

FINDINGS: The proposed project does not create any new impacts which were not analyzed in the 2030 General Plan MEIR. The MEIR determined that impacts to water quality were less than significant. Temporary construction water quality construction impacts related to the installation of the curb and gutter improvements and any associated excavation activities will be controlled through existing regulations (see Regulatory Setting above). As such, **no significant impacts** to surface waters would result from the project.

Although the area is in a flood risk area, these risks have previously been analyzed and disclosed in the General Plan MEIR. The MEIR concluded that with existing regulations, impacts from flooding would be less-than-significant. The proposed project will not directly induce new housing or commercial projects in the area or increase flood risks. As such, flooding impacts are **less-than-significant**.

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9. NOISE			
Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
Would the project result in:			X
A) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X
B) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X
C) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X
D) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X
E) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			X
F) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?			X

ENVIRONMENTAL SETTING

Noise is defined as unwanted sound. Sound levels are usually measured and expressed in decibels (dB) with 0 dB being the threshold of hearing. Decibel levels range from zero to 140. Typical examples of decibel levels would be low decibel level of 50 dB for light traffic to a high decibel level of 120 dB for a jet takeoff at 200 feet.

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Along Del Paso Boulevard major noise sources are attributable to roadway noise. Appendix D, Noise Contours of the 2030 General Plan, shows that the section of Del Paso Boulevard from Arden Way to the 160 ramps Community Noise Equivalent Level (CNEL) of 65 dB. CNEL is a weighted average of sound levels gathered throughout a 24-hour period. This is essentially a measure of ambient noise. Different weighting factors apply to day, evening, and nighttime periods. This recognizes that community members are most sensitive to noise in late night hours and are more sensitive during evening hours than in daytime hours.

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 caused by noise level increases due to the project. The maximum normally acceptable exterior community noise exposure for commercial uses is 65 dB Ldn. For residential backyards it is 60 dB Ldn, and for residential interior it is 45 dB Ldn.;
- Residential interior noise levels of 45 L_{dn} 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/or rail operations.

SUMMARY 2030 GENERAL PLAN MASTER EIR

The 2030 General Plan MEIR determined that implementation of the General Plan would result in significant noise and vibration impacts on a project and cumulative basis. The MEIR further

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determined that no feasible mitigation measures are currently available to reduce these impacts to a less-significant level.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

There were no feasible mitigation measures identified in the MEIR to reduce cumulative noise and vibration which apply to this project.

ANSWERS TO CHECKLIST QUESTIONS

Questions A through D: Noise Generation and Exposure

Short Term Noise: Temporary increases in existing noise levels would occur during construction of the proposed improvements. Construction activities would require heavy equipment for trenching, grading, paving, installation project elements. Generally, noise levels at construction sites can vary from 65 dB to a maximum of nearly 90 dB when heavy equipment is used nearby. Construction noise would be intermittent, and noise levels would vary depending on the type of construction activity. The City of Sacramento has adopted a Noise Ordinance to reduce the impact of construction noise. Chapter 8.68 of the Sacramento City Code is used to limit noise from fixed sources such as swimming pool pumps, air-conditioners, and construction activity. The following noise standards apply to residential properties.

1. From seven a.m. to ten p.m. the exterior noise standard shall be fifty-five (55) dBA.
2. From ten p.m. to seven a.m. the exterior noise standard shall be fifty (50) dBA.

Installation of street lighting at the west end of the project will require jack hammering to place electrical conduit which will result in temporary construction noise near the mobile home park. Use of this typed of equipment is subject to restrictive requirements under the ordinance. Section 8.68.080 of the ordinance states that construction activity between the hours of 7:00 a.m. and 6:00 p.m., Monday through Saturday, and between 9:00 a.m. and 6:00 p.m. on Sunday is exempt from the ordinance. While construction activities between the hours above are exempt from the City's noise ordinance, 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 or 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 10:00 p.m. and 7:00 a.m. by the City's noise ordinance.

Therefore, it is not anticipated that the construction of the project will generate noise activities at levels in excess of those governed by the noise ordinance or require construction operations

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during times prohibited by the noise ordinance. Impacts are therefore considered **less-than-significant**.

Long Term Noise: Long term operational noise sources affecting the area include roadway traffic on Del Paso Boulevard. The proposed project will not, in and of itself, promote new land uses that would generate new trips and traffic. The proposed project will, however, reduce the number of travel lanes on Del Paso Boulevard in the vicinity of the Globe Station and Barstow from 2 westbound lanes to 1 lane. This will reduce average travel speeds. Generally, reduction of speed reduces roadway traffic noise; however, about a 20 mile-per-hour reduction in speed is necessary for a noticeable decrease in noise levels.⁵ Table 7 in the Transportation Section of this Initial Study show predicted speeds with and without the project (under both existing and cumulative conditions). The analysis shows that traffic speed will remain relatively the same. Based on this, it is not anticipated that the proposed project would increase traffic noise levels along Del Paso Boulevard. Impacts are **less-than-significant**.

Questions E and F: Airport Noise

The project site is not within 2 miles of an airport land use plan or within the vicinity of a private airstrip.

MITIGATION MEASURES: No significant impacts have been identified, therefore no mitigation is required.

FINDINGS: The proposed project will have a **less-than-significant** impact on the short term and long term noise environment.

⁵ U.S. Department of Transportation, Federal Highways Administration, Highway Traffic Noise, <http://www.fhwa.dot.gov/environment/htnoise.htm>

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10. PUBLIC SERVICES Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</p> <p>A) Fire protection?</p>			X
<p>B) Police protection?</p>			X
<p>C) Schools?</p>			X
<p>D) Maintenance of public facilities, including roads?</p>			X
<p>E) Other governmental services?</p>			X

ENVIRONMENTAL SETTING

The City of Sacramento provides police and fire protection service within the project area. Fire protection and emergency medical services as well as first response hazardous materials services are provided by the City of Sacramento Fire Department. For the North Sacramento area, the nearest fire house is Battalion 3 Headquarters located at 2512 Rio Linda Boulevard. The project area is served by the William J. Kinney Police Facility located at 3550 Marysville Boulevard.

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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 beyond what was anticipated in the 2030 General Plan.

SUMMARY 2030 GENERAL PLAN MASTER EIR

No significant impacts to fire, police, schools or other public services were identified by the General Plan MEIR.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

There are no mitigation measures from the General Plan MEIR related to public services that apply to this project.

ANSWERS TO CHECKLIST QUESTIONS

Questions A – D:

The proposed project would not result in any new significant population growth which has not been previously analyzed and planned for in the 2030 General Plan and North Sacramento Community Plan. As such, the project will not generate new demand for public services such as schools, police and fire. The Transportation Section of this Initial Study reviewed the effect of the proposed project on emergency response time and determined the proposed project would have a less-than-significant impact.

Street and parking areas will continue to be maintained by the City of Sacramento. Maintenance costs of the street surface would be roughly equivalent to current maintenance costs. Maintenance of any new landscaping is planned to be a responsibility of the recently formed Property Based Improvement District (PBID) or assessment district. Therefore, the proposed project will have a less-than-significant impact to public services.

MITIGATION MEASURES: No significant impacts have been identified, therefore no mitigation is required.

FINDING. The proposed project would result in **less-than-significant** impacts to public services.

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11. RECREATION Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
A) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			
B) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			

The City of Sacramento operates parks through-out the City. Woodlake Park is located south of Arden Way near the eastern portion of the project area.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, impacts to recreational resources are considered significant if the proposed project would do either of the following:

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

SUMMARY 2030 GENERAL PLAN MASTER EIR

The MEIR did not identify any significant impacts to parks and recreation facilities.

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MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

There are no MEIR mitigation measures for parks and recreation impacts since such impacts were determined by the MEIR to be less-than-significant.

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B:

The proposed project will not significantly increase population or housing in the area or increase demand for recreation and park space. Additionally, construction of the public improvements will not impact any public parklands or recreational facilities since the project elements occur within the existing ROW. Woodlake Community Park (6.17 acres) is located at 500 Arden Way. The construction or operation of the proposed project would not impact the access to this park site.

MITIGATION MEASURES. No mitigation measures are required.

FINDING. The proposed project would result in **less-than-significant** impacts to recreational resources.

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12. TRANSPORTATION AND CIRCULATION Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
<i>Would the project:</i> A) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections?			
B) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			
C) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			
D) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			
E) Result in inadequate emergency access?			
F) Result in inadequate parking capacity?			
G) Conflict with adopted policies, plans, or programs supporting alternative modes of transportation (e.g., bus turnouts, bicycle racks)?			

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ENVIRONMENTAL SETTING

Roadway Circulation

The study area is located in North Sacramento and the proposed improvements are located specifically on the Del Paso Boulevard corridor from Arden Way to the SR 160 on-ramps.

Del Paso Boulevard runs southwest-northeast through North Sacramento. Del Paso Boulevard between Acoma Street/Globe Avenue and Barstow Street/Baxter Avenue carries approximately 11,000 vehicles a day (counted in August 2006), about eight percent of which occurs during the PM peak hour. Generally, Del Paso Boulevard has four lanes with center turn lanes and raised medians, although only one eastbound lane exists from SR-160 to halfway between Globe Avenue and Baxter Avenue.

There are seven intersections on Del Paso Boulevard within the project area.

1. SR-160 Ramps
2. Acoma Street/Globe Avenue
3. Barstow Street/Baxter Avenue
4. Colfax Street/Southgate Road
5. Dale Avenue
6. Edgewater Road
7. Arden Way/Grove Avenue/Canterbury Road

The SR-160 Ramps, Barstow Street/Baxter Avenue, and Arden Way intersections are signalized. The remaining intersections have side-street stop control. The Acoma Street/Globe Avenue intersection allows only right-in/right-out movements for the side streets. At Arden Way, the Grove Avenue and Canterbury Road legs are one-way to facilitate movement away from the intersection.

Although a signal is located at the Barstow Street/Baxter Avenue intersection, the side-street volumes are higher at the adjacent un-signalized intersection at Colfax Street/Southgate Road. The daily volumes are 2,230 vehicles (February 2008) on Colfax Street north of Del Paso Boulevard and 1,780 vehicles (March 2009) on Southgate Road south of Del Paso Boulevard. Drivers are likely using the Colfax Street/Southgate Road corridor to travel between South Natomas via the Arden-Garden Connector and the Woodlake neighborhood and adjacent commercial/industrial/office areas via Canterbury Road.

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Light Rail and Bus Transit

Light rail tracks run in the median or the inside lane of Del Paso Boulevard in the study corridor. At Arden Way, the tracks turn and travel along the south side of Arden Way. Stations are located in the median at Globe Avenue and on the southeast corner at Arden Way (the Arden/Del Paso station). The Globe Avenue and Arden/Del Paso stations had an average weekday ridership of 428 and 2,051, respectively, during the first quarter of 2009 (Regional Transit, 2009). Train service is provided every 15 minutes during the peak periods, and the outbound and inbound (eastbound and westbound) trains usually meet near the Arden/Del Paso station.

Several bus routes serve the Arden/Del Paso light rail station, but only Route 15 travels along Del Paso Boulevard in the study corridor. Route 15 had an average weekday ridership of 1,628 during the first quarter of 2009 (Regional Transit, 2009). Bus stops are located at Baxter Avenue, Dale Avenue, and Edgewater Road. The stop at Dale Avenue is only for the westbound direction, but stops are located in both directions at the other two locations.

Parking

On-street parallel parking is allowed on Del Paso Boulevard east of Barstow Street/Baxter. The parking spaces are not marked. Most of the parking is signed for a maximum of two hours although some areas are marked for 15 minutes.

Bicycle and Pedestrian Facilities

No marked bicycle lanes or paths are provided along Del Paso Boulevard in the study area. However, two bikeways are located within one-half mile. The Jedediah Smith Memorial Trail along the American River crosses Del Paso Boulevard one-quarter mile south of the SR-160 Ramps intersection. The Sacramento Northern trail along an abandoned railroad right-of-way parallels Del Paso Boulevard about one-quarter mile to the north with an access at Arden Way/Acoma Street. During the traffic counts in February 2009, the bicycle volume along Del Paso Boulevard at Colfax Street/Southgate Road was about 5 and 10 bicycles per hour during the AM and PM peak hours, respectively.

Sidewalks are provided along Del Paso Boulevard in the study area except on the north side from about 300 feet west of Acoma Street to SR-160. Pedestrian signals are provided at the signalized intersections. Un-signalized, marked crosswalks are located at Acoma Street/Globe Avenue and Colfax Street/Southgate Road. Pedestrian volumes at most intersection crosswalks are relatively light during the peak hours (less than 10 pedestrians per hour). The pedestrian

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volumes are higher (15 to 25 pedestrians per hour) adjacent to the Globe Avenue and Arden/Del Paso light rail stations.

STANDARDS OF SIGNIFICANCE

For local roadway streets and intersections, the standards have been developed consistent with the City's goal to maintain operations on all roadways and intersections at LOS D or better at all times unless maintaining this Level of Service would be infeasible and/or conflict with the achievement of other goals. Congestion in excess of Level of Service D may be accepted, provided that provisions are made to improve the overall system and/or promote non-vehicular transportation. For traffic flow on the freeway system, the standards of Caltrans have been used.

Roadway Segments. A significant traffic impact occurs for roadway segments when:

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

Intersections. A significant traffic impact for intersections occurs when:

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

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Table 4 provides an overview of levels of service for intersections:

TABLE 4 INTERSECTION LEVEL OF SERVICE THRESHOLDS		
Level of Service (LOS)	Average Control Delay (seconds per vehicle)	
	Signalized	Un-signalized
A	< 10	< 10
B	> 10 to 20	> 10 to 15
C	> 20 to 35	> 15 to 25
D	> 35 to 55	> 25 to 35
E	> 55 to 80	> 35 to 50
F	> 80	> 50

Source: *Highway Capacity Manual* (Transportation Research Board, 2000)

Transit. Impacts to the transit system are considered significant if the proposed project would increase ridership which, when added to the existing or future ridership, would exceed available or planned system capacity.

Bicycle Facilities. Impacts to bikeways are considered significant if the proposed project would:

1. Hinder or eliminate an existing designated bikeway, or interfere with implementation of a proposed bikeway; or
2. Result in unsafe conditions for bicyclists, including unsafe bicycle/pedestrian or bicycle/motor vehicle conflicts.

Freeway Facilities. Caltrans considers the following to be significant impacts:

1. Off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway;
2. Project traffic increases that cause any ramp's merge/diverge level of service to be worse than the freeway's level of service;

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3. Project traffic increases that cause the freeway level of service to deteriorate beyond level of service threshold defined in the Caltrans Route Concept Report for the facility;
or
4. The expected ramp queue is greater than the storage capacity.

Pedestrian Circulation. Impacts to pedestrian circulation are considered significant if the proposed project would result in unsafe conditions or create a hindrance for pedestrians, including unsafe pedestrian/bicycle or pedestrian/motor vehicle access.

Parking. Impacts to parking are considered significant if the proposed project would result in parking demand that exceeds the available or planned parking supply. The impact would not be significant if the project is consistent with the parking requirements established in the City Code.

SUMMARY 2030 GENERAL PLAN MASTER EIR

The 2030 General Plan MEIR determined that implementation of the General Plan would have a significant and unavoidable impacts to roadways in both the near term and on a cumulative basis. The MEIR determined that the policies and programs of the General Plan would have a less-than-significant impact on bicycle, pedestrian and transit facilities.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

No feasible mitigation measures to reduce the significant impacts to the level of service of some roadways were identified by the MEIR. Therefore, there are no mitigation measures from the MEIR that apply to this project.

ANSWERS TO CHECKLIST QUESTIONS

Question A: Traffic and Circulation

The City of Sacramento Department of Transportation contracted with Fehr and Peers Transportation Consultants to identify the potential impacts to traffic operations of the proposed changes to Del Paso Boulevard as part of the *Del Paso Boulevard Streetscape Traffic Study (July 2009)*. Several alternatives were analyzed and the two which were most successful in meeting the project's objectives were identified. These are the proposed project with either a full traffic signal (Option1) or the proposed project with a pedestrian only signal (Option 2) at the intersection of Del Paso Boulevard/Colfax and Southgate. The Traffic Study assessed

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changes in level of service at all study intersections in the project area both under existing (with project) and future (with project) conditions for both options.

Existing Conditions and Existing Plus Project Conditions. The Del Paso Boulevard Streetscape Traffic Study (July 2009) calculated traffic volumes at the study intersections under both existing and existing plus the project conditions for both Options 1 and Options 2. Under both options, level of services operations would remain acceptable and would function at LOS “D” or above. Table 5 shows the existing plus project traffic conditions at the affected intersections for both signal options.

TABLE 5 EXISTING AND EXISTING WITH PROJECT CONDITIONS INTERSECTION OPERATIONS					
Del Paso Blvd Intersection	Control	Peak Hour	LOS / Delay ¹		
			Existing	Option 1: Full Signal	Option 2: Pedestrian Signal
1. SR-160 Ramps	Signal	AM	A/4	A/7	A/8
		PM	A/5	A/9	A/10
2. Acoma St / Globe Ave	Side Street Stop	AM	A/1	A/1	A/1
		PM	A/1	A/1	A/1
3. Barstow St / Baxter Ave	Signal	AM	A/2	A/4	A/6
		PM	A/3	A/4	A/6
4. Colfax St / Southgate Rd	Side Street Stop/Signal	AM	A/2	B/12	A/1
		PM	A/3	B/14	A/2
5. Dale Ave	Side Street Stop	AM	A/1	A/1	A/1
		PM	A/1	A/1	A/1
6. Edgewater Rd	Side Street Stop	AM	A/1	A/1	A/2
		PM	A/1	A/1	A/2
7. Arden Way	Signal	AM	D/35	C/34	D/42
		PM	D/38	D/39	D/42

Notes: 1. The table lists the LOS (level of service) and average delay (measured in seconds per vehicle) for each intersection. For side-street stop-controlled intersections, the table shows the LOS and control delay for the overall intersection with the worst movement LOS and delay shown in parentheses.
Source: Fehr & Peers, 2009

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Since all intersections will function at or above LOS D, no significant impact occurs under existing plus project conditions for either Option 1 or Option 2.

Future Cumulative Conditions. Future cumulative conditions model the results of the project assuming projected build-out of the City under the 2030 General Plan. The SACMET regional travel demand forecasting (TDF) model developed for the City of Sacramento 2030 General Plan was employed by Fehr and Peers to develop traffic conditions for the future analysis.

Table 6 shows the impact of the proposed project under future cumulative conditions with and without the project. Under Option 1, a full signal, there are no intersection impacts which exceed the City's thresholds of significance. The Arden Way intersection will function at LOS F under both future no project conditions and under future plus Option 1 conditions. Option 1 does not increase the seconds of delay more than 5 seconds at this intersection, thus there are no significant intersection impacts identified under Option 1.

Under Option 2, a pedestrian only signal, Table 6 shows that both Arden Way/Del Paso Boulevard and Edgewater/ Del Paso Boulevard would function at LOS F in the evening peak hour and the seconds of delay would be greater than five (5) seconds. Under the City's thresholds of significance a **significant impacts** to the intersections Arden Way and Edgewater at Del Paso Boulevard occurs if Option 2 is implemented.

TABLE 6 FUTURE NO PROJECT AND FUTURE WITH PROJECT CONDITIONS INTERSECTION OPERATIONS					
Del Paso Blvd Intersection	Control	Peak Hour	LOS / Delay¹		
			Future No Project	Option 1: Full Signal	Option 2: Pedestrian Signal
1. SR-160 Ramps	Signal	AM	A/7	A/7	A/7
		PM	B/13	B/16	B/15
2. Acoma St / Globe Ave	Side Street Stop	AM	A/3	A/2	A/2
		PM	A/3	A/3	A/4
3. Barstow St / Baxter Ave	Signal	AM	A/8	B/11	A/9
		PM	A/6	A/9	A/9
4. Colfax St / Southgate Rd	Side Street Stop/Signal	AM	B/14	C/20	A/4
		PM	A/9	B/17	A/3
5. Dale Ave	Side Street Stop	AM	A/1	A/3	A/1
		PM	A/5	A/3	A/3

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TABLE 6 FUTURE NO PROJECT AND FUTURE WITH PROJECT CONDITIONS INTERSECTION OPERATIONS					
Del Paso Blvd Intersection	Control	Peak Hour	LOS / Delay ¹		
			Future No Project	Option 1: Full Signal	Option 2: Pedestrian Signal
6. Edgewater Rd	Side Street Stop	AM	A/2	A/2	A/8
		PM	B/15	B/14	F/50
7. Arden Way	Signal	AM	F/83	F/86	E/80
		PM	F/205	F/195	F/230

Notes: 1. The table lists the LOS (level of service) and average delay (measured in seconds per vehicle) for each intersection.
LOS/Delay figures shown in **shaded cells with bold type** indicate that traffic operations exceed thresholds of significance.
Source: Fehr & Peers, 2009

Question C: Air Traffic Patterns

The project will not result in a change in air traffic patterns and is not located within the footprint of any local airports.

Question D: Roadway Hazards

The project does not include hazardous design features (e.g., sharp curves) or incompatible uses (e.g., farm equipment). Rather the project is designed to promote multi-modal safety for vehicles, pedestrians and transit riders.

During construction of the improvements, construction may require the blockage of lanes or driveways for access by construction vehicles and for street improvements. As such, minor temporary traffic hazards may be present during project construction due to transport of equipment and materials. The City of Sacramento has standard construction contract conditions to reduce construction period traffic hazards. These conditions state:

Standard Specifications for Public Works Construction - Maintenance of Traffic and Public Safety

The Contractor shall be responsible for and furnish, install, and maintain temporary signs, bridges, barricades, flagmen, and other facilities to adequately safeguard the general public and work, and to provide for the proper routing of vehicular and pedestrian traffic.

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Construction operations shall comply with the work area and traffic control handbook (WATCH). The contractor shall provide to the City Traffic Engineer for review, a plan showing traffic control measures and/or detours for vehicles affected by the construction work. The approved plan shall be delivered to the construction inspector prior to the implementation of traffic control measures.

With incorporation of the City's standards for Maintenance of Traffic and Public Safety during construction of the Phase I improvements, impacts on traffic operations during construction would be **less-than-significant**.

Question E: Emergency Access

Emergency access under Option 1 full signal will remain the same insofar as all turning movements allowed under existing conditions will remain under the project conditions. Under Option 2 (pedestrian signal) left turn movements from Southgate and Colfax will be prohibited. This may require emergency vehicles to take alternative routes but should not adversely affect response times.

Table 7 shows the total travel time under existing plus project conditions in the study area for both Options 1 and 2.

TABLE 7 CORRIDOR OPERATIONS TOTAL TRAVEL TIME				
Performance Measure	Peak Hour	No Project	Option 1 Full Signal	Option 2 Pedestrian Signal
Travel Time – Eastbound Del Paso Boulevard	AM	1:55	2:08	1:57
	PM	3:18	3:22	3:16
Travel Time – Westbound Del Paso Boulevard	AM	1:16	1:36	1:19
	PM	1:12	1:32	1:19
Average Speed (mph)	AM	17.3	17.0	17.6
	PM	10.9	11.2	10.0
Source: Fehr and Peers, 2009				

An acceptable service level, defined by the Sacramento Fire Department (SFD), requires paramedic response to an incident in eight minutes or less, 90 percent of the time. According to the SFD, the average emergency response time for the Department is currently approximately

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four to five minutes⁶. The minor delay resulting from the proposed project, therefore, is not expected to increase the emergency medical response time of the SFD to an unacceptable level. The Sacramento Police Department (SPD) does not have an adopted response time standard. In 2003, the SPD responded to the highest priority calls in less than nine minutes.

Relative to turning maneuverability, the traffic engineering firm for the project, Fehr and Peers, conducted turning radius studies to ensure that both delivery trucks and larger emergency vehicles would be capable of turning at existing intersections where new curb bulbs are proposed.

Although the proposed project may result in a minor increase in travel times along Del Paso Boulevard between Arden Way and El Camino Avenue, the proposed project will not increase emergency response time beyond the acceptable level as defined by the Sacramento Fire Department. Impacts are therefore, considered **less-than-significant**.

Question F: Parking

According to the Traffic Study prepared for the project, on-street parking currently exists along Del Paso Boulevard east of Barstow Street/Baxter Avenue. With the signal installation at Colfax Street/Southgate Road, parking would be eliminated within the boundaries of the intersection. Proposed bulb-outs at Colfax Street/Southgate Road and Barstow Street/Baxter Avenue may also eliminate some parking spaces. However, the proposed lane reduction on westbound Del Paso Boulevard between Barstow Street and Acoma Street would include the addition of on-street, parallel parking in this block. The net change in parking will be an addition of 7 parking stalls. Therefore, the proposed project will not have a significant adverse effect on on-street parking.

Questions G: Transit, Bicycle and Pedestrian Operations

Although the light rail trains would continue to have signal pre-emption under cumulative conditions, the increase in traffic volume, particularly at the Arden Way intersection, will lead to longer travel times. Table 8 shows the average travel time from the VISSIM traffic analysis models for the four peak hour trains traveling between the SR-160 ramps and the Arden/Del Paso station under cumulative conditions. The project options have similar average travel times as the No Project Alternative. The largest differences, more than 10 seconds, would occur for the outbound direction during the PM peak hour under Option 2 (pedestrian signal). In this case, the higher westbound delays at Arden Way would cause a slightly longer train travel time.

⁶ City of Sacramento, General Plan Technical Background Report, Page 5.2-8.

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TABLE 8 CUMULATIVE CONDITIONS LIGHT RAIL TRAVEL TIME				
Path	Peak Hour	No Project	Option 1 (Full Signal)	Option 2 (Pedestrian Signal)
Inbound – Arden/Del Paso Station to SR-160 Ramps	AM	2:00	2:05	2:03
	PM	2:00	2:04	2:00
Outbound – SR-160 Ramps to Arden/Del Paso Station	AM	1:53	1:52	1:53
	PM	2:22	2:32	2:34
Source: Fehr & Peers, 2009				

Generally, the Regional Transit District considers an increase travel time on a transit route to be significant if the route travel time increased by 10% or more or 2 minutes or more. In all cases, the minor increase in route travel times fall below 2 minutes and is therefore, considered less-than-significant.

According to the City of Sacramento Bikeway Master Plan, there are no existing or planned bikeways on Del Paso Boulevard; however, on-street bike lanes are planned for Arden Way and local streets in the western portion of the project area are used to access the American River Bike Trail. These planned bikeways would not be directly affected by the project and therefore no impacts will result on bikeways.

The project is expected to have a beneficial impact on pedestrian travel by providing improved sidewalks, crosswalks and traffic controls and slowing traffic volumes in the vicinity of the Globe Street Light Rail Station. No significant impacts to transit, bicycle or pedestrian activities have been identified.

MITIGATION MEASURES

If Option 2 (Pedestrian Signal at Southgate/Colfax/Del Paso) is implemented a significant impact to the intersections of Arden Way/Del Paso and Edgewater/Del Paso occurs under future plus project conditions. To reduce these impacts to a less-than-significant level, the following mitigation measure must be implemented if Option 2 of the proposed project is selected:

MITIGATION MEASURE 1 REQUIRED FOR OPTION 2 ONLY: Convert the middle lane on the eastbound approach at the Del Paso Boulevard/Arden Way intersection from a shared through/left-turn lane to a through lane, and modify the signal

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phasing from split phase for the eastbound and westbound approaches to eight phase operation.

No mitigation is required for the proposed project if Option 1, a full traffic signal at Colfax/Southgate/ Del Paso Boulevard is implemented.

FINDINGS

The proposed project with Option 1 (a full signal at Colfax/Southgate and Del Paso Boulevard) would have less-than-significant impacts on traffic and no mitigation is required.

If Option 2 (pedestrian signal) is implemented, significant impacts could occur to the intersections of Arden Way/Del Paso Boulevard and Edgewater/Del Paso Boulevard which would require mitigation. With implementation of Mitigation Measure 1, AM and PM peak hour conditions at the Arden Way intersection would improve to LOS E or better under Option 2. With the improved conditions at Arden Way (that is, shorter queues), the AM and PM peak hour conditions at Edgewater Road would improve to LOS B or better. Additionally, the improvements would eliminate the existing train conflict for the westbound left turn to Canterbury Road during light rail signal pre-emption. Mitigation Measure 1 would reduce impacts of Option 2 to **less-than-significant** level.

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13. UTILITIES AND SERVICE SYSTEMS Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
Would the project: A) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			
B) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			
C) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			
D) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			
E) Result in a determination by the wastewater treatment provider which serves or may serve the project's projected demand in addition to the provider's existing commitments?			
F) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid water disposal needs?			
G) Comply with federal, state, and local statutes			

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and regulations related to solid waste?				
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ENVIRONMENTAL SETTING

The City of Sacramento provides water, sanitary sewer, storm sewer and solid waste disposal services to North Sacramento and the Del Paso Boulevard area.

Water. The City of Sacramento has long term surface water entitlements that exceed current demand. The City holds pre-1914 water rights on the Sacramento River, five water rights permits (one for diversion of Sacramento River water and four for diversion of American River water), and a 1957 permanent water rights settlement agreement with the U.S. Bureau of Reclamation. In this agreement, among other provisions, the USBR agreed to operate its Folsom and Shasta facilities so as to provide a reliable supply of the City's water rights water to the City's downstream diversion intakes, and the City agreed to limit total diversions under its Sacramento and American River water right permits to 326,000 acre-feet annually (*General Plan Technical Background Report, Page 4.2-2*).

Sewer. Wastewater treatment within the City of Sacramento Policy Area is provided by the Sacramento Regional County Sanitation District (SRCSD). SRCSD operates all regional interceptors and wastewater treatment plants serving the City except for the combined sewer and storm drain treatment facilities which are operated by the City of Sacramento. The City provides wastewater collection to about two thirds of the area within the City Limits, which is comprised of two distinct areas; the area served by the combined sewer system (CSS), and the areas served by a separated sewer system including the Central City, Land Park, Pocket, North Sacramento, and portions of Arden-Arcade, South Sacramento, East Sacramento, East Broadway and Airport Meadowview.

The Sacramento Regional Wastewater Treatment Plant (SRWTP), which is located just south of the City Limits, is owned and operated by SRCSD and provides sewage treatment for the entire County. Sewage is routed to the wastewater treatment plant by collections systems owned by CSD-1 and the cities of Sacramento and Folsom. SRWTP is a high-purity oxygen activated sludge facility, and is permitted to treat an average dry weather flow (ADWF) of 181 million gallons per day (mgd) and a daily peak wet weather flow of 392 mgd. Currently, the facility's ADWF is approximately 150 mgd. SRCSD's long-term planning effort, the SRWTP 2020 Master Plan, projects a population-based flow of 218 mgd ADWF. After secondary treatment and disinfection, a portion of the effluent from the plant is further treated in SRCSD's Water Reclamation Facility and then used for landscape irrigation within the City of Elk Grove. The majority of the treated wastewater is de-chlorinated and discharged into the Sacramento River. The SRCSD maintains the

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regional interceptors that convey sewage to the treatment plant. (*General Plan Technical Background Report, Page 4.1*).

Solid Waste. The City collects all residential solid waste and about a third of the commercial solid waste for customers within the City. This refuse is transported to the Sacramento Recycling and Transfer Station on Fruitridge Road and then to the Lockwood Landfill in Sparks, Nevada. The landfill is estimated to have enough capacity to remain open until the year 2035. The remainder of the commercial solid waste is collected by private franchised haulers and disposed of at various facilities including the Sacramento County Keifer Landfill, the Yolo County Landfill, L and D Landfill, Florin Perkins Landfill and private transfer stations. In addition to collecting municipal refuse every week, the City collects garden refuse on a weekly basis, curb-side recycling every other week and runs a neighborhood cleanup program annually.

The waste stream generated in the City of Sacramento is approximately 600,000 tons per year and includes everything from recycling to construction demolition material to garden refuse. The City collects approximately half of this waste and the remainder is collected by private parties including franchised haulers and individual residents. Section 34 of the City's Zoning Ordinance requires multi-family and other non-residential development projects to incorporate mitigation measures which address the recycling and reduction of solid waste for new land development. Such measures may also require retrofitting of existing development within two years of notification by the City to do so. (*General Plan Technical Background Report, Page 4.2*).

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.

SUMMARY 2030 GENERAL PLAN MASTER EIR

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The 2030 General Plan Master EIR determined that implementation of the General Plan could result in an imprecised demand for potable water in excess of the City's existing diversion and treatment capacity, and could require the construction of new water supply facilities. Although the MEIR requires that the City participate in a Sacramento River Water diversion project, to reduce this impact, the impact still remains significant.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

The mitigation measures in the MEIR do not apply to this project since the project does not induce new residential growth which would substantial increase demand for potable water.

ANSWERS TO CHECKLIST QUESTIONS

Questions A through G:

The proposed project would not result in any new significant population growth which would require the extension of new utilities or public services. The proposed parking improvements will occur in the public right-of-way. Although some excavation for new signal installations, curb bulbs and drainage improvements area planned, it is not anticipated to result in disturbance or relocation of underground utilities. Therefore, the proposed project will have a less-than-significant impact to utilities

MITIGATION MEASURES: No significant project specific impacts have been identified, therefore no mitigation is required.

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

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<p>15. MANDATORY FINDINGS OF SIGNIFICANCE</p> <p>Issues:</p>	<p>Potentially Significant Impact</p>	<p>Less-than-Significant Impact</p>	<p>Less-than-Significant Impact <u>with Mitigation Required</u></p>
<p>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?</p>		<p>X</p>	
<p>B. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)</p>			<p>X (Option 2 only – cumulative effects to intersections)</p>
<p>C. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>			<p>X (Hazardous Materials Risk --Redevelopment Component Only)</p>

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Answers to Mandatory Finding Checklist Questions

Question A:

The project is located in a developed urban area. There are no known endangered species or critical habitat within the project area. Therefore, the project does not 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, or reduce the number or restrict the range of a rare or endangered plant or animal. The project involves very minimal subsurface excavation and is not anticipated to eliminate important examples of the major periods of California history or prehistory. Construction contract conditions require the contractor to stop work if unusual artifacts or human remains are found.

Question B:

If Option 2 (pedestrian signal) is chosen, the project would result in long term cumulative impacts to the Del Paso Boulevard/Arden Way intersection and the Del Paso Boulevard/ Edgewater intersection. These two intersections would function below the threshold of significance under long term cumulative conditions. Mitigation measures are included to reduce these impacts to a less-than-significant level.

Question C:

The redevelopment component of the project would require the purchase of right-of-way in an area which has had past recognized environmental conditions. In order to protect human health, mitigation measures are proposed to ensure that proper research is conducted prior to acceptance of any right-of-way dedication.

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SECTION IV. - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

	Aesthetics	X	Hazards (<i>Redevelopment Component Only</i>)
	Air Quality		Noise
X	Biological Resources (<i>City Street Trees</i>)		Public Services
	Cultural Resources		Recreation
	Energy and Mineral Resources	X	Transportation/Circulation (<i>Option 2, Pedestrian Signal only</i>)
	Geology and Soils		Utilities and Service Systems
	Hydrology and Water Quality		
	None Identified		

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SECTION V. - DETERMINATION

On the basis of the initial study:

	<p>I find that (a) the proposed project is an anticipated subsequent project identified and described in the 2030 General Plan Master EIR; (b) the proposed project is consistent with the 2030 General Plan land use designation and the permissible densities and intensities of use for the project site; and (c) the proposed project will not have any project-specific additional significant environmental effects not previously examined in the Master EIR, and no new mitigation measures or alternatives will be required. Mitigation measures from the Master EIR will be applied to the proposed project as appropriate. Notice shall be provided pursuant to CEQA Guidelines Section 15087. (CEQA Guidelines Section 15177(b)).</p>
<p>X</p>	<p>I find that (a) the proposed project is an anticipated subsequent project identified and described in the 2030 General Plan Master EIR; (b) the proposed project is consistent with the 2030 General Plan land use designation and the permissible densities and intensities of use for the project site; (c) that the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the Master EIR are adequate for the proposed project; and (d) the proposed project will have additional significant environmental effects not previously examined in the Master EIR. A Mitigated Negative Declaration will be prepared. Mitigation measures from the Master EIR will be applied to the project as appropriate, and additional feasible mitigation measures and alternatives will be incorporated to revise the proposed project before the negative declaration is circulated for public review, to avoid or mitigate the identified effects to a level of insignificance. (CEQA Guidelines Section 15178(b))</p>
	<p>I find that (a) the proposed project is an anticipated subsequent project identified and described in the 2030 General Plan Master EIR; (b) the proposed is consistent with the 2030 General Plan land use designation and the permissible densities and intensities of use for the project site; (c) that the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the Master EIR are adequate for the proposed project; and (d) the proposed project will have additional significant environmental effects not previously examined in the Master EIR. A focused EIR shall be prepared which shall incorporate by reference the Master EIR and analyze only the project-specific significant environmental effects and any new or additional mitigation measures or alternatives that were not identified and analyzed in the Master EIR. Mitigation measures from the Master EIR will be applied to the project as appropriate. (CEQA Guidelines Section 15178(c))</p>

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	I find that (a) the proposed project is an anticipated subsequent project identified and described in the 2030 General Plan Master EIR; (b) the proposed project is consistent with the 2030 General Plan land use designation and the permissible densities and intensities of use for the project site; (c) that the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the Master EIR are not adequate for the proposed project; and (d) the proposed project will have additional significant environmental effects not previously examined in the Master EIR. An EIR shall be prepared, which shall tier off of the Master EIR to the extent feasible. (CEQA Guidelines Section 15178(e))
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Signature

Date

Printed Name

ENVIRONMENTAL PLANNER

Environmental Planning Services

Prepared by:

Trish Davey,

Planning Dynamics Group

APPENDICES

**Appendix A: Project Cross Section and Proposed
Design Concepts**

**Appendix B: Del Paso Boulevard Streetscape Traffic
Report – Executive Summary**

**Appendix C: Air Quality Roadway Construction Model
Worksheet**