

REPORT TO COUNCIL

City of Sacramento

915 I Street, Sacramento, CA 95814-2604
www. CityofSacramento.org

25

Consent
July 13, 2010

Honorable Mayor and
Members of the City Council

Title: R Street Market Plaza Project (T15068300)

Location/Council District: R Street between 16th Street and 18th Street. Location Map – Exhibit A of Resolution (Districts 3 and 4).

Recommendation: Adopt a **Resolution:** 1) approving the preliminary design, and 2) adopting the Mitigated Negative Declaration and approving the Mitigation Monitoring Plan (MMP).

Contact: Ricky Chuck, Senior Engineer (916) 808-5050; Tim Mar, Supervising Engineer (916) 808-7531

Presenters: None

Department: Transportation

Division: Engineering Services

Organization No: 15001131

Description/Analysis

Issue: The R Street Market Plaza Project is at 30% design. Adoption of the Mitigated Negative Declaration and Mitigation Reporting Program and approval of the preliminary design is necessary to move forward with the final design of the project.

Policy Considerations: The action requested supports the City's Strategic Plan goals of improving and expanding public safety and achieving sustainability and enhancing livability.

Environmental Considerations:

California Environmental Quality Act (CEQA): Environmental Planning Services has determined that the project as proposed may have potentially significant impacts to the environment. Mitigation measures have been incorporated in the project to reduce these impacts to a less-than-significant level, and a Mitigated Negative Declaration/Initial Study has been prepared

for the project. In compliance with Section 15070(b)1 of the California Environmental Quality Act (CEQA) Guidelines, mitigation measures have been identified that are incorporated into project plans to reduce impacts to a less-than-significant level. These mitigation measures address soils, air quality, transportation/circulation, biological resources, hazards, noise, public services, aesthetics and cultural resources. The mitigation measures are listed in the attached Mitigation Monitoring Plan (Exhibit D of Attachment 2).

National Environmental Policy Act (NEPA) clearance will also be approved upon approval of the Mitigated Negative Declaration by City Council. Caltrans will approve a Categorical Exclusion (CE) or Environmental Assessment (EA)/Finding of No Significant Impact (FONSI) in compliance with NEPA.

On June 16, 2010 the Design Review Commission reviewed the project and suggested that the project be forwarded for approval to the City Council.

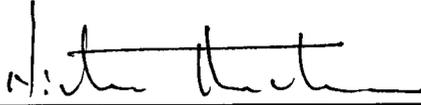
Sustainability Considerations: This project is consistent with the City's Sustainability Master Plan. It conforms to the Air Quality Focus Area by improving and optimizing transportation infrastructure.

Commission/Committee Action: A hearing of the project was held by the Design Commission on June 16, 2010. Comments for consideration from the Design Commission are attached.

Rationale for Recommendation: The R Street Market Plaza is at 30% design. Adoption of the Mitigated Negative Declaration and approval of the Mitigation Monitoring Plan and preliminary design will allow the City to move forward with the final design.

Financial Considerations: There are no financial actions associated with the recommendations in this report.

Emerging Small Business Development (ESBD): None, as no goods or services are being provided.

Respectfully Submitted by: 
Nicholas Theocharides
Engineering Services Manager

Approved by: 
Jerry Way
Director of Transportation

Recommendation Approved:

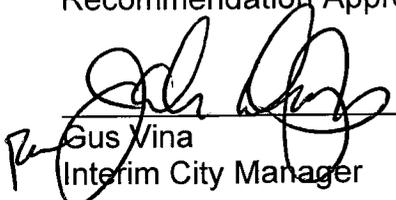

Gus Vina
Interim City Manager

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	Exhibit C- Mitigated Negative Declaration	pg. 9
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Attachment 1

Background:

In accordance with the R Street Corridor Urban Design Plan, approved by City Council in September 2006, the R Street Market Plaza Project proposes to utilize the existing R Street right-of-way between 16th and 18th Streets to create a pedestrian pathway, a community gathering place, and vehicular lanes adjacent to the future development of several mixed-use properties. The project will improve pedestrian safety and accessibility and provide streetscape improvements while maintaining the street's historic sense of shared space between pedestrians, bicyclists, and vehicles.

The design of the R Street Market Plaza Project was planned to be completed in two phases. Phase I was to complete preliminary engineering and the approval of environmental documents. Phase II includes the preparation of Final Plans, Specifications and Estimate (PS&E). On July 29, 2008, the City Council approved a Professional Services Agreement with Mark Thomas and Company to proceed with Phase 1 of the design. Capital Area Development Authority (CADA) will provide additional funds to complete Phase II. Staff will be returning to City Council to approve an Agreement with CADA and to appropriate funds to complete Phase II.

Because the construction funding of the project is anticipated to be federally funded, a review of the project under the National Environmental Policy Act (NEPA) was required. Project documents were routed to the State Office of Historic Preservation and the California Department of Transportation for review. On April 5, 2010 the Department of Transportation received a Finding of No Adverse Effect for the proposed project, consistent with the requirements of NEPA. Upon City Council approval of CEQA, Caltrans will approve a Categorical Exclusion (CE) or Environmental Assessment (EA)/Finding of No Significant Impact (FONSI) in compliance with NEPA.

RESOLUTION NO.

Adopted by the Sacramento City Council

R STREET MARKET PLAZA PROJECT (T15068300)

BACKGROUND

- A. In accordance with the R Street Corridor Urban Design Plan, approved by City Council in September 2006, the R Street Market Plaza Project proposes to utilize the existing R Street right-of-way between 16th and 18th Streets to create a pedestrian pathway, a community gathering place, and vehicular lanes adjacent to the future development of several mixed-use properties. The project will improve pedestrian safety and accessibility and provide streetscape improvements while maintaining the street's historic sense of shared space between pedestrians, bicyclists, and vehicles.
- B. The design of the R Street Market Plaza Project was planned to be completed in two phases. Phase I was to complete preliminary engineering and the approval of environmental documents. Phase II includes the preparation of Final Plans, Specifications and Estimate (PS&E). On July 29, 2008, the City Council approved a Professional Services Agreement with Mark Thomas and Company to proceed with Phase 1 of the design. Capital Area Development Authority (CADA) will provide additional funds to complete Phase II. Staff will be returning to City Council to approve an Agreement with CADA and to appropriate funds to complete Phase II.
- C. Since the construction funding of the project is anticipated to be federally funded, a review of the project under the National Environmental Policy Act (NEPA) was required.

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

- Section 1. The preliminary design for the R Street Market Plaza Project is approved.
- Section 2. Based on its review of the Mitigated Negative Declaration (MND) and on the basis of the whole record, the City Council finds that the MND reflects the City Council's independent judgment and analysis and that there is no substantial evidence that the Project will have a significant effect on the environment.

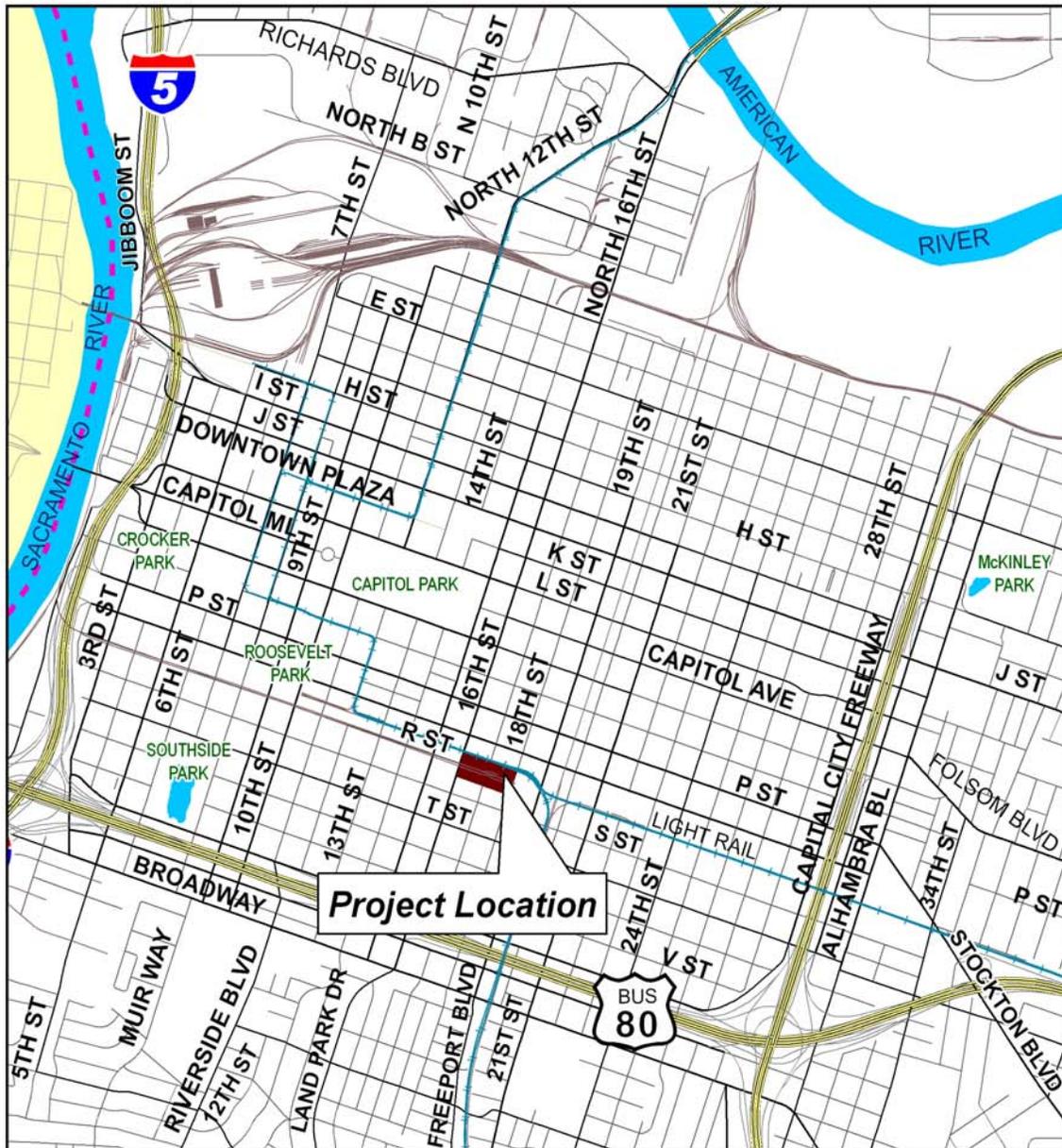
- Section 3. With respect to the Project over which the City Council has final approval authority, the City Council adopts the MND for the Project.
- Section 4. Pursuant to CEQA section 21081.6 and CEQA Guidelines section 15074, and in support of its approval of the Project, the City Council adopts a Mitigation Reporting Program to require all reasonably feasible mitigation measures be implemented by means of Project conditions, agreements, or other measures, as set forth in the Mitigation Reporting Program.
- Section 5. Upon approval of the Project, the City's Environmental Planning Services shall file or cause to be filed a Notice of Determination with the Sacramento County Clerk. If the project requires a discretionary approval from any state agency, the State Office of Planning and Research, pursuant to section 21152(a) of the Public Resources Code and section 15075 of the State EIR Guidelines will adopt pursuant thereto.
- Section 6. Exhibits A through E are incorporated into and made part of this resolution.

Table of Contents:

- Exhibit A: Map of R Street Market Plaza Project (T15068300) – 1 page
- Exhibit B: Preliminary Design Plan – 1 page
- Exhibit C: Mitigated Negative Declaration – 71 pages
- Exhibit D: Mitigation Reporting Program – 7 pages
- Exhibit E: Design Commission Comments – 1 page

EXHIBIT A

Location Map for
R Street Market Plaza Project
(T15068300)



Department of
TRANSPORTATION
City of Sacramento

Map Contact: S. Tobin
Map Date: June, 2008

0 500 1,000 2,000 3,000 4,000
Feet



EXHIBIT C

COMMUNITY DEVELOPMENT
DEPARTMENT



ENVIRONMENTAL PLANNING
SERVICES
916-808-5538

**PROPOSED FINAL MITIGATED NEGATIVE DECLARATION
R STREET MARKET PLAZA IMPROVEMENTS PROJECT**

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

The **R Street Market Plaza Improvements Project** is located on R Street between 16th and 18th Streets, in an area characterized as an inactive rail corridor and underutilized warehouse district.

The City is working in conjunction with the Federal Highway Administration (FHWA) and California Department of Transportation (Caltrans) to construct drainage, vehicular, and pedestrian improvements.

The project includes the reconstruction of R Street travel way, addition of ADA requirements, pedestrian walkways, streetscape elements, a plaza and sidewalks, the addition of trees and street lights, improvement of parking areas; provision of sidewalks, and rehabilitation of the storm drainage system. The Crystal Ice and Cold Storage Facility is adjacent to the project area and is identified as eligible for listing in the National Register of Historic Places. The segment of Southern Pacific Railroad mainline and siding tracks and associated elements in front of the Crystal Ice facility, including the southern half of the R Street/ 17th Street intersection, contribute to the eligibility of the Crystal Ice facility. The property is a historic resource pursuant to CEQA. The project would keep the existing mainline track in place to preserve the historic integrity of the corridor. The appurtenances would be cast into the concrete roadway section at their current locations.

Mitigation was included to protect biological and cultural resources, to mitigate construction-related noise, to mitigate potential impacts due to erosion/ sedimentation during construction, and to protect humans and the environment from hazards and hazardous materials.

The Lead Agency is the City of Sacramento, Community Development Department. The Department reviewed the proposed project and, on the basis of the whole record before it, determined that the proposed project is consistent with the land use designation for the project site as set forth in the 2030 General Plan. The City circulated an Initial Study for public comment and review. No comments were received that required revisions to the Initial Study. The Initial Study identified potentially significant environmental effects. The City will incorporate all feasible mitigation measures in order to avoid or mitigate the identified effects to a level of insignificance. This Final Proposed Mitigated Negative Declaration reflects the Lead Agency's independent judgment and analysis. An Environmental Impact Report is not required pursuant to the Environmental Quality Act of 1970 (Sections 21000, et seq., Public Resources Code of the State of California).

This Final Proposed Mitigated Negative Declaration was prepared pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 et seq.), CEQA Guidelines (Title 14, Sections 15000 et seq. of the California Code of Regulations), the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento, and the Sacramento City Code. A copy of this document and all supportive documentation may be reviewed or obtained at the City of Sacramento, Community Development Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA. The public counter is open from 9:00 am to 4:00 pm; Monday through Friday.

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

By: *Jeanette L. Hag*

Date: June 14, 2010

R STREET MARKET PLAZA IMPROVEMENTS PROJECT
16TH TO 18TH STREETS
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

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

ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into the following sections:

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

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

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

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Identifies which environmental factors were determined to have additional significant environmental effects.

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

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

SECTION I - BACKGROUND

Project Name and File Number: R Street Market Plaza Improvements: 16th Street to 18th Street

Project Location: Central City:
R Street between 16th and 18th streets

Project Applicant: Department of Transportation
City of Sacramento

Project Planner: Zuhair Amawi
Development of Transportation
City of Sacramento
915 I Street, 2nd Floor
Sacramento, CA 95814
(916) 808-7620

Environmental Planner: Jennifer Hageman, Senior Planner

Date Initial Study Completed: March 20, 2010

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

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 designation and the permissible densities and intensities of use for the project site as set forth in the 2030 General Plan (see CEQA Guidelines [Section 15176 (b) and (d)]).

The City has prepared the attached Initial Study to (a) review the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the 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 effects that were not analyzed in the Master EIR and any mitigation measures or alternatives that may avoid or mitigate the identified effects to a level of insignificance, if any.

As part of the Master EIR process, the City is required to incorporate all feasible mitigation measures or feasible alternatives appropriate to the project as set forth in the Master EIR (CEQA Guidelines Section 15177(d)). 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 30-day review period ending May 21, 2010.

Please send written responses to:

Jennifer Hageman
Community Development Department
City of Sacramento
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811
Direct Line: (916) 808-5538
jhageman@cityofsacramento.org

SECTION II - PROJECT DESCRIPTION

Section II – Project Description

Introduction

The R Street Market Plaza project is located in an older section of the R Street Corridor between 16th and 18th streets (Figure 1 and 2). The project area is characterized as an inactive rail corridor and underutilized warehouse district. This area is anchored on the east by the R Street Marketplace, a mixed-use complex with housing and retail establishments including a Safeway grocery store and a Panda Express fast food restaurant. Regional Transit Lightrail line extends parallel to the north of the project site along the Q and R streets alley.

Project Background

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

The improvements are needed because the existing corridor contains a mix of vehicular and pedestrian traffic with no defined separation. Pedestrians currently travel this portion of R Street on either side of the traveled way (currently used for parking), or by using the traveled way itself. The lack of separated pedestrian walkways creates an unsafe environment and does not meet current Americans with Disabilities Act (ADA) guidelines. Additionally, the existing pavement, lighting, and drainage systems are in poor condition and inconsistent with City transportation goals and policies.

PROJECT DESCRIPTION

The proposed work includes reconstructing R Street, improving the parking areas, providing sidewalks, planting trees, installing lighting and updating the storm drainage system. An 18-inch-diameter storm drain pipe will be placed below the road. Small drains would convey water from the plaza to the main drain pipe. The maximum depth of disturbance will be eight (8) feet for utility relocation, in a three-(3)-foot-wide trench. The remaining historic railroad tracks would stay in place and will be protected during construction.

The following improvements are proposed for R Street between 16th and 18th streets:

- Replacing the existing asphaltic concrete (AC) travel way with Portland cement concrete (PCC).
- Providing a 22-foot-wide travel way, with one 11-foot-wide lane in each direction. Stop signs that are currently at the intersection of R and 16th streets would be maintained. The intersection of R and 17th streets will be controlled with stop signs. Stop bars will be striped in the crosswalks.

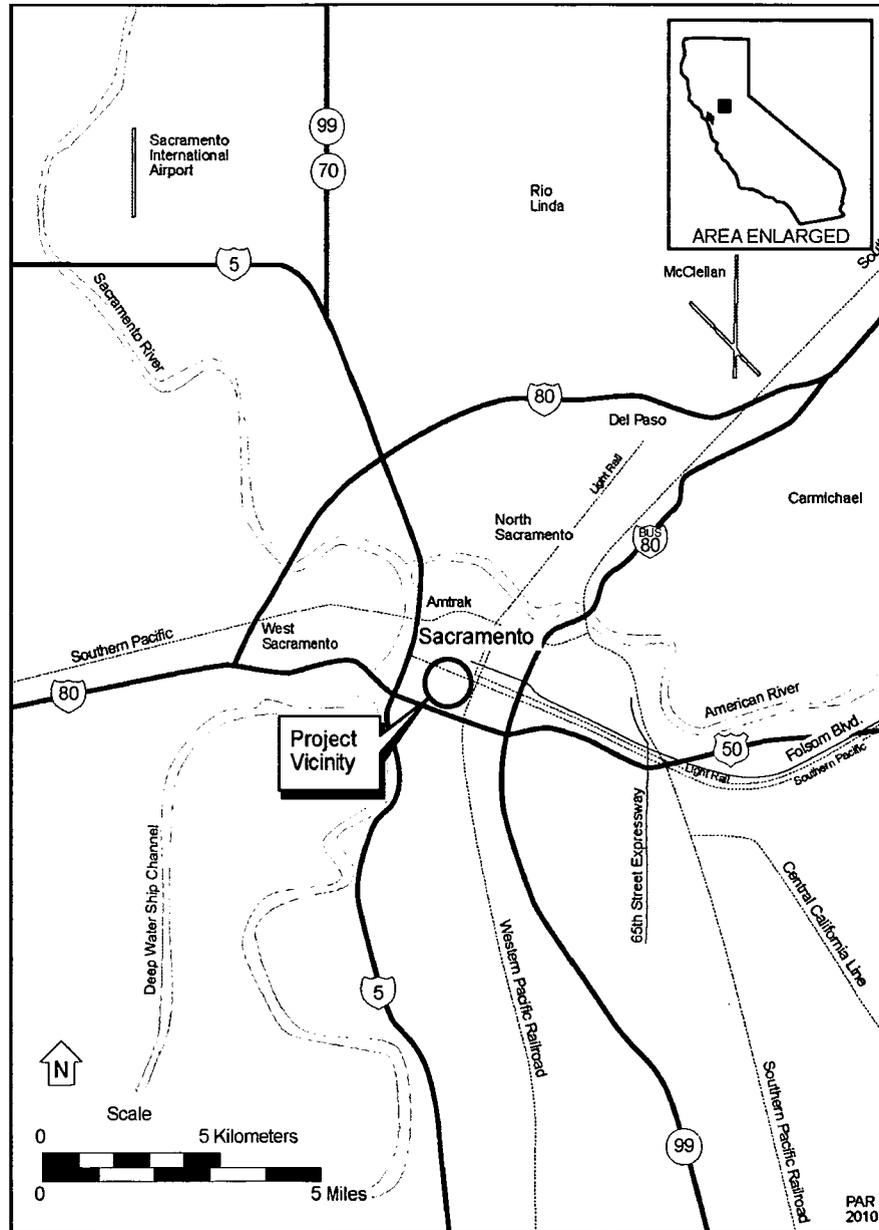


Figure 1. Project Vicinity Map

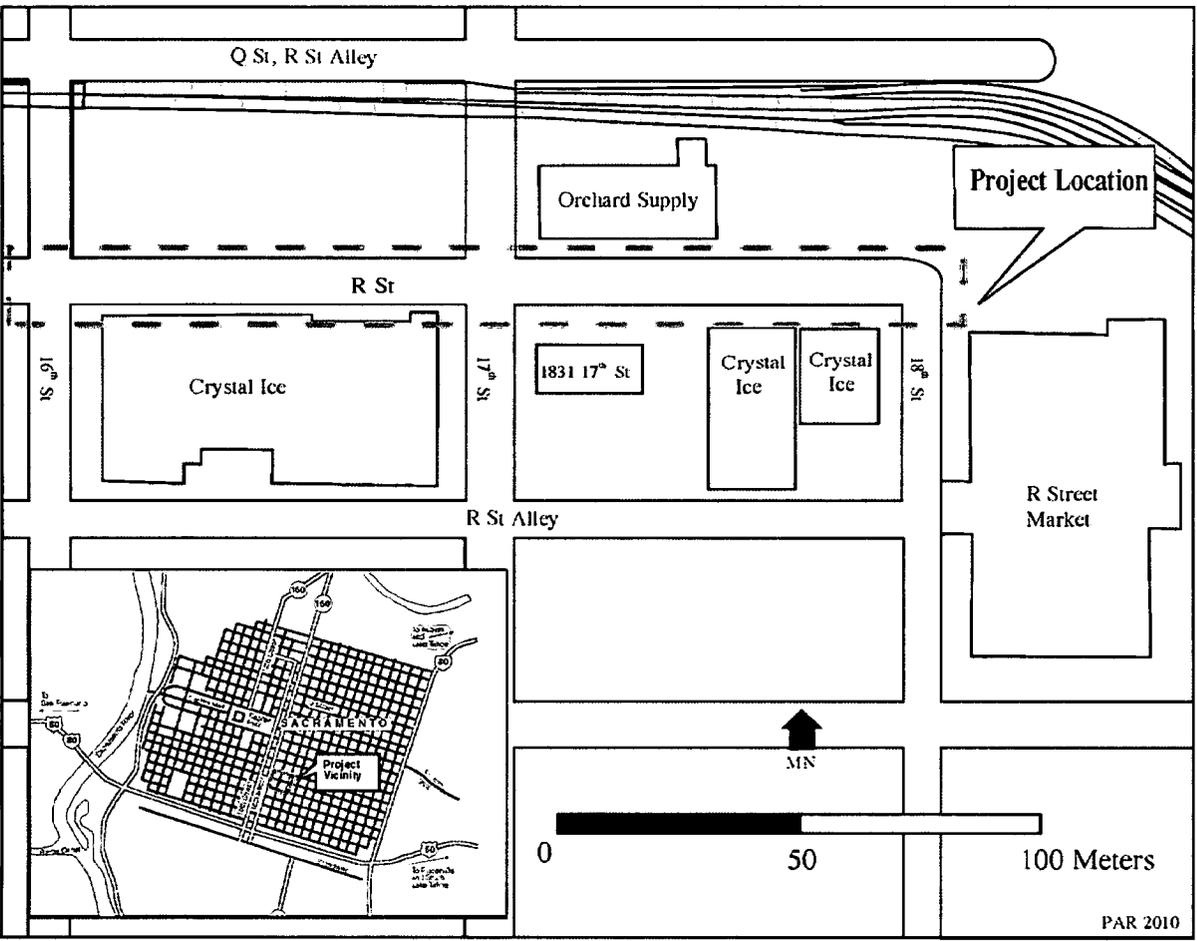


Figure 2. Project Location Map

- Constructing bulb-outs at intersection corners protruding six (6) feet into the numbered streets only to shorten crosswalk distances. No bulb outs are proposed on R Street. ADA compliant curb ramps are proposed at the intersections of R and 16th, 17th, 18th streets. Each corner would have a three-foot-long by six-foot-wide yellow truncated warning tile near the edge of the street.
- Constructing a 23-foot-wide pedestrian walkway/plaza with a four-inch-high curb on the south side of the existing right-of-way.
- Constructing an 8-foot-wide sidewalk with a four-inch-high curb on the north side of the existing right-of-way.
- Providing 90-degree parking stalls along the pedestrian walkway/plaza on the southern side of the right-of-way.
- Providing shade trees in two rows on each block of R Street in the plaza and parking area. Tree wells would be placed at the edge of parking areas and in the plaza, spaced 36 feet apart on center.
- Installing new industrial stylized lighting on both the north and south sides of R Street.
- Constructing an underground drainage system with drain inlets and laterals to accommodate street run-off and site drains for the plaza. Trenching for this activity would involve disturbance of at maximum a 4-foot-wide by 8-foot-deep area. An 18-inch-diameter storm drain pipe would be placed below the road. Small drains would convey water from the plaza to the main drain pipe.
- Reinforce the base of the existing main track with adjustments to alignment and elevation, as needed for safety, drainage and ADA compliance.
- Reconstructing the siding track to accommodate the proposed grades, walkway alignment and ADA guidelines. Where necessary, the project proposes a maximum vertical and horizontal adjustment of 12 inches. Distorted tracks would be replaced in kind, if economically feasible, with warehoused rail stock or new rails.
- Granite curbstones and other railroad elements, such as switching plates, located adjacent to the track would be cast into the concrete roadway section at their current locations and would conform to any alignment or elevation adjustments that may be required for all tracks.
- Removing minimal amounts of railroad tracks at curb ramps to meet ADA standards at curb ramps at the northeast, southwest, southeast corners of the R Street and 17th Street intersection. Curbstones would also be removed when in conflict with meeting ADA standards along the pedestrian path. Removed curbstones can be reused to replace broken or damaged curbstones in other portions of the project.
- Adding streetscape beautification elements to the walkway/plaza and at the intersection of R and 17th street, such as textured or colored concrete complimenting the industrial nature of the corridor utilizing shades of grey.

Railroad Elements

The project is designed to keep the existing mainline track in place, thus preserving the historic integrity of the corridor. One historic property, the Crystal Ice and Cold Storage facility adjacent to the project area, was found eligible for listing on the National Register of Historic Places. Additionally, the mainline, siding track and railroad elements between 16th Street and 17th Street and the southern section of track in the R and 17th intersection are considered contributing elements to this historic property.

The slope of the roadway has been designed to conform to the existing mainline track. Several locations may require reconstructing the existing siding tracks to maintain the appropriate ADA compliance in the pedestrian walkway/plaza. If adjusting is required, the siding track would be raised a maximum of 12 inches. This would be accomplished by removing the existing rail and ties and replacing the existing rails onto a new concrete footing at the adjusted elevation. The existing ties would be removed and disposed of at an approved Class I off-site facility.

Granite curbstones and other railroad elements, such as switching plates, located adjacent to the track would be cast into the concrete roadway section at their current locations and would conform to any alignment or elevation adjustments that may be required for all tracks.

Construction Staging

During construction, R Street would be closed to the public, but 16th and 18th streets would remain open to traffic. Because of anticipated hazardous materials in the excavated soil, a stockpile area would be required to classify the soil before it is hauled away to the appropriate landfill.

Existing land uses immediately adjacent to the proposed R Street Market Plaza area consist of vacant buildings that are planned for redevelopment. A mixed use complex with Safeway Market, restaurants, commercial shops and loft apartments is located at the east end of the project area at the intersection of R and 18th streets.

It may be necessary to close 17th Street from the northern light rail crossing to the alley south of R St for the contractor's use for stockpiling. All construction equipment would be stored within the existing City right-of-way. Vehicular access would be maintained along 16th and 18th streets.

Construction Methods near Historic Buildings

Removal of Existing Facilities

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

A hand-held hydraulic jackhammer would be used to break existing concrete into pieces within three (3) feet of the building faces. The broken concrete would then be removed by hand. The

building face would be protected by a minimum one (1)-inch-thick foam board, which is generally used for insulation.

Preparation for New Improvements

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

Construction of New Improvements

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

PERMITS NEEDED

California Department of Toxic Substance Control (DTSC) identified the need for regulatory oversight during project design and construction. DTSC stated that because total lead concentrations exceed the California Total Threshold Limit Concentration (TTLC) for lead, regulatory oversight will be required for any surface soil disturbance. Consequently, DTSC will require the City to enter into a Voluntary Cleanup Agreement (VCA). The VCA is discussed in further detail in the Hazards Section of this document.

ENTITLEMENTS

The project is located in the R Street Corridor District. A design review will be required as part of this project.

SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION

LAND USE, POPULATION AND HOUSING, AGRICULTURAL RESOURCES

Introduction

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

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

In the same manner, the fact that a project brings new people or demand for housing to a community does not, by itself, change the physical conditions; however, an increase in population may generate changes in retail demand or demand for governmental services, and the demand for housing may generate new activity in residential development.

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.

Discussion

The proposed project begins at 16th Street on the west end and ends at 18th Street on the east. It is located within the boundaries of the City of Sacramento General Plan, the R Street Corridor and the Central City Community Plan

Existing land uses immediately adjacent to the proposed R Street Market Plaza project consist mainly of vacant buildings that are planned for redevelopment. A mixed use complex with Safeway Market, restaurants, commercial shops and loft apartments is located at the east end of the proposed project at the intersection of R and 18th streets. There is a vacant lot located on the north side of R Street between 16th and 17th streets that is planned to be developed into parking garage.

The proposed project is located within the R Street Corridor, which is considered a Special Planning District by the Central City Community Plan. The majority of the proposed project area consists of developable land or vacant buildings for redevelopment. There are presently conceptual plans for a redevelopment project on the south side of the project called the Ice Blocks (Capital Area Development Authority 2007). That development would provide a mixed use environment including retail, residential and office space.

The focus of development in the immediate project area has been on redevelopment and revitalization of underutilized land uses in the R Street Corridor. As stated in the R Street Corridor Urban Design Guidelines Initial Study/Mitigated Negative Declaration (PDG 2006), the strategies of the R Street Corridor include:

- Maintain and Respect the Corridor's Unique Historic Character;
- Develop the Corridor as an Amenity to Surrounding Neighborhoods;
- Maximize Transit-Oriented Development Potential;
- Reclaim and Enhance the Public Realm; and
- Provide Development Incentives and Encourage High Density Mixed Use Residential.

Plans that apply to the current project include:

- Sacramento General Plan- 2030 (City of Sacramento [City] 2009)
- Central City Community Plan- 2030 (City 2009)
- R Street Corridor Urban Design Plan- 2006 (Moore Iacofano Goltsman, Inc. et al. 2006)

The proposed project is consistent with all applicable goals and policies of the Mobility Element and the Historic and Cultural Resources Element City 2030 General Plan and the Central City Community Plan. Applicable goals and policies from the R Street Corridor Urban Design Plan are consistent with the proposed project (Table 1).

Table 1. Project Consistency with the Applicable Plans

Goal, Objective, or Policy	Consistency Discussion
<i>The City of Sacramento General Plan</i>	
Mobility Element	
<p>Goal M 1.1 - Comprehensive Transportation System. Provide a transportation system that is effectively planned, managed, operated, and maintained.</p>	<p>Consistent. The proposed project is a road improvement project. Raised walkways would be installed; drainage and lighting systems would be improved.</p>
<p>Goal M 1.2 - Multimodal System. Provide expanded transportation choices to improve the ability to travel efficiently and safely to destinations throughout the city and region.</p> <p>Policy M 1.2.1 - Multimodal Choices. The City shall promote development of an integrated, multi-modal transportation system that offers attractive choices among modes including pedestrian ways, public transportation, roadways, bikeways, rail, waterways, and aviation and reduces air pollution and greenhouse gas emissions.</p>	<p>Consistent. The proposed project will improve the pedestrian environment through the addition of sidewalks and ADA-compliant curb ramps. The project is located near the 16th Street Light Rail stop.</p>
<p>Goal M 2.1 Integrated Pedestrian System. Design a universally accessible, safe, convenient, and integrated pedestrian system that promotes walking.</p> <p>Policy M 2.1.2 - Sidewalk Design. The City shall require that sidewalks wherever possible be developed at sufficient width to accommodate pedestrians including the disabled; a buffer separating pedestrians from the street and curbside parking; amenities; and allow for outdoor uses such as cafes.</p> <p>Policy M 2.1.3 - Streetscape Design. The City shall require that pedestrian-oriented streets be designed to provide a pleasant environment for walking including</p>	<p>Consistent. The proposed project will improve the pedestrian environment through the addition of sidewalks and ADA-compliant curb ramps. The south side of the project area will incorporate a 23-foot-wide sidewalk, creating a plaza walkway. Shade trees will be provided along the plaza in two rows. Parking stalls will be provided at 90-degrees along the pedestrian plaza.</p>

Goal, Objective, or Policy	Consistency Discussion
<p>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.</p> <p>Policy M 2.1.7 - Parking Facility Design. The City shall ensure that new automobile parking facilities are designed to facilitate safe and convenient pedestrian access, including clearly defined corridors and walkways connecting parking areas with buildings.</p>	
Historic and Cultural Resources Element	
<p>Goal HCR 2.1 - Identification and Preservation of Historic and Cultural Resources. Identify and preserve the city's historic and cultural resources to enrich our sense of place and our understanding of the city's prehistory and history.</p> <p>Policy HCR 2.1.1 - Identification. The City shall identify historic and cultural resources including individual properties, districts, and sites (e.g., archaeological sites) to provide adequate protection of these resources.</p> <p>Policy HCR 2.1.11 - Compatibility with Historic Context. The City shall review proposed new development, alterations, and rehabilitation/remodels for compatibility with the surrounding historic context. The City shall pay special attention to the scale, massing, and relationship of proposed new development to surrounding historic resources.</p>	<p>Consistent. The project would maintain the mainline tracks and the majority of the siding track of the Sacramento Valley Railroad (SVRR) that contribute to the historical significance of the Crystal Ice Cold Storage Facility. Additionally, granite curbstones and other railroad elements, such as switching plates, located adjacent to the tracks, will be retained.</p>
Central City Community Plan	
Mobility Element	
<p>Policy CC.M 1.2 - Adequate Parking. The City shall provide adequate offstreet parking to meet the needs of shoppers, visitors, and residents.</p>	<p>Consistent. The proposed project will include parking stalls at 90-degrees along the pedestrian plaza.</p>
Historic and Cultural Resources Element	
<p>Policy CC.HCR 1.1 - Preservation. The City shall support programs for the preservation of historically and architecturally significant structures which are important to the unique character of the Central City.</p>	<p>Consistent. The project would maintain the mainline tracks and the majority of the siding track of the Sacramento Valley Railroad (SVRR) that contribute to the historical significance of the Crystal Ice Cold Storage Facility. Additionally, granite curbstones and other railroad elements, such as switching plates, located adjacent to the tracks, will be retained.</p>
R Street Corridor Special Planning District	
<p>Policy CC.SPD 1.5 - R Street Surface Parking. The City shall reduce the amount of land devoted to surface parking through reduced parking standards and local, regional, and state implementation of shuttle service and peripheral parking lot</p>	<p>Consistent. The R Street Market Plaza Improvements project will maintain a two-lane street and will construct pedestrian walkways on</p>

Goal, Objective, or Policy	Consistency Discussion
<p>programs.</p> <p>Policy CC.SPD 1.17 - R Street Design. The City shall design R Street as a local, pedestrian scale street.</p> <p>Policy CC.SPD 1.18 - R Street Local Street Classification. The City shall retain the local street classification for R Street as a two-lane, two-way street; facilitate pedestrian, bicycle and vehicular forms of circulation; retain stop signs, as warranted, to reduce traffic volumes; and slow the speed of traffic.</p> <p>Policy CC.SPD 1.20 - R Street Design. The City shall improve portions of R Street which are currently substandard, and design streets to reflect a pedestrian scale.</p> <p>Policy CC.SPD 1.23 - R Street Design. The City shall provide within the R Street public right of way: street trees where appropriate, street lighting, on-street parking, and pedestrian walkways to provide a safe and attractive environment for pedestrians, bicyclists, and other modes of transportation. Several different historic, urban design, transit, circulation, and land use conditions. The west end of the corridor, the 3rd to 9th Street section, is proposed to serve more intensive office, and residential mixed-uses. For the east end of the corridor, from 23rd to 29th Streets, the light rail line occupies the middle of the street, and a significant amount of the street right of way. This cross section is proposed to serve predominantly residential and retail uses</p>	<p>both sides of the street. 90-degree parking will be provided along the south side of the street. Stop signs will be maintained at the R and 16th streets intersection and the R and 17th streets intersection will be controlled through stop signs.</p> <p>The proposed project will install lighting, update the storm drainage system and provide shade trees in two rows on the south side of the project. The project would also include ADA compliant curb ramps to provide for pedestrian safety.</p>
<p>R Street Corridor Urban Design Plan</p>	
<p>Design Strategies</p>	
<p>Action A-3: Maintain and enhance the sense of shared space.</p> <p>Action A-4: Respect the utilitarian aesthetic/essence of the corridor.</p>	<p>Consistent. The R Street Market Plaza Improvement Project would increase vehicular and pedestrian safety. The R Street Market Plaza Improvements project will maintain a two-lane street and will construct pedestrian walkways on both sides of the street. The project would also include ADA compliant curb ramps to provide for pedestrian safety.</p>
<p>Action B-2: Enhance pedestrian and bicycle activity in the area by ... improving the pedestrian character along the north-south streets with traffic calming features.</p>	<p>Consistent. The project would include ADA compliant curb ramps at all corners of intersections between 16th and 18th streets. Drainage and lighting systems would be improved and sidewalks would be constructed to help improve safety while at the same time offering a sense of shared space.</p>

Goal, Objective, or Policy	Consistency Discussion
<p>Action D-1: Improve the pedestrian experience by creating a safe, walkable, aesthetically appealing corridor with built edges that enhances and relates to the pedestrian experience.</p>	<p>Consistent. The proposed project would provide for a separate walkway. The walkway would be separated from the travel lanes with the parking areas and by a 4-inch-high curb.</p>
<p>Action D-4: Continue to enhance the sense of shared space by pedestrians, bicyclists, and automobiles by reclaiming the wide, 80-foot right-of-ways as part of the pedestrian realm.</p>	<p>Consistent. The proposed project is within the right-of-way and would provide sidewalks and travel lanes. The sidewalks would have a four-inch height. The sidewalks would be textured or stained to complement the industrial nature of the corridor.</p>
<p>Design Guidelines</p>	
<p>Guideline 2Ai-1 – Maintain a sense of shared space between pedestrians, cyclists, cars and trucks along R Street. This unique curbless street concept is defined by an absence of sidewalks, and by on-street parking primarily located along the edge of pedestrian pathways.</p>	<p>Partially Consistent. The proposed project would install sidewalks; however, they have been designed to keep the industrial feel of the area and the sense of shared space. They would be stained and the curb height would be four inches. Parking would be located on the south side of the street between the pedestrian area and the travelway.</p>
<p>Guideline 2Aii-1 – Maintain a minimum five-foot wide pedestrian pathway at least one side of the R Street.</p>	<p>Consistent. The proposed project has sidewalks on the north and south sides of R Street, throughout the project area. Width of the sidewalks would be 23 feet wide on the south side of the project and 8 feet wide on the north side of the project.</p>

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

ENVIRONMENTAL SETTING

The proposed project area is located in an older section of the R Street Corridor that is characterized as an underutilized rail corridor and warehouse district. The project area is anchored on the east by the R Street Marketplace, a mixed use retail and housing establishment.

The existing lighting is limited and in poor condition. The lighting conditions of the project are inconsistent with City goals and policies. The proposed project would bring the light up to City standards and would not cast any glare that would create a public hazard.

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:

- Substantially alter or degrade the existing visual character or quality of the project site and its surroundings;
- Creation of glare that is cast in such a way as to cause public hazard or annoyance for a sustained period of time; or
- Conflict with design guidelines applicable to the project site.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

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 PROJECT

No mitigation measures from the MEIR apply to this project, since this project does not involve construction of new buildings that would block light or cast a glare.

ANSWERS TO CHECKLIST QUESTIONS**Questions A, B and C**

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

The project is designed to enhance the existing industrial feel of the corridor, while providing necessary improvements. No structures would be added to the project area; therefore, no shadows would be cast. Trees will be added to the south side of the project in two rows to provide shade for pedestrians within the market plaza area. Trees selected, once matured, would provide a canopy that is high enough not to detract from the various viewer groups (such as pedestrians, roadway users and neighbors to the proposed project) line of sight of the historic Crystal Ice building.

The proposed project is consistent with applicable goals and policies from the R Street Corridor Urban Design Plan.

Question D

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

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

There are no additional significant environmental effects.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
2. AIR QUALITY			
<i>Would the proposal:</i>			
A) Conflict with or obstruct implementation of the applicable air quality plan?			✓
B) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			✓
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)?			✓
D) Exposure sensitive receptors to substantial pollutant concentrations?			✓
E) Create objectionable odors affecting a substantial number of people?			✓
F) Interfere with or impede the City's efforts to reduce greenhouse gas emissions?			✓

ENVIRONMENTAL AND REGULATORY SETTING

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

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

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

In December 2006, the Environmental Protection Agency (EPA) revised the national ambient air quality standard for fine particle pollution to provide increased protection of public health and welfare. The revised standard is 35 micrograms per cubic meter (ug/m³) for particles less than or equal to 2.5 micrometers in diameter (PM_{2.5}), averaged over 24 hours. In December 2008 the EPA Administrator identified nonattainment areas, and in October 2009 confirmed the designations. Sacramento County is included on this list, along with portions of surrounding counties that contribute to the nonattainment conditions. The designations became effective in October 8, 2009.

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

REGULATORY SETTING

Air quality management planning programs developed during the past decade have generally been in response to requirements established by the federal Clean Air Act. However, the enactment of the CCAA has produced additional changes in the structure and administration of air quality management programs in California.

Ozone

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

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

Inhalable Particulate Matter

Health concerns associated with suspended particulate matter focus on those particles small enough to reach the lungs when inhaled. Few particles larger than 10 microns in diameter reach the lungs. Consequently, both the federal and state air quality standards for particulate matter apply only to particulate matter 10 microns or less in diameter (generally designated as PM₁₀). The California ambient air quality standards for PM₁₀ are 50 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$) as a 24-hour average, and 20 $\mu\text{g}/\text{m}^3$ as an annual geometric mean. The federal PM₁₀ standards are 150 $\mu\text{g}/\text{m}^3$ as a 24-hour average, and 50 $\mu\text{g}/\text{m}^3$ as an annual arithmetic mean.

At the same time as the new standards for ozone were proposed, new standards for particulate matter less than 2.5 microns in diameter (generally designated as PM_{2.5}) were issued. PM_{2.5} is sometimes referred to as "fine particulate matter." The PM_{2.5} standards have been set at concentrations of 15 $\mu\text{g}/\text{m}^3$ annually and 65 $\mu\text{g}/\text{m}^3$ daily.

Carbon Monoxide

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

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

STANDARDS OF SIGNIFICANCE

The SMAQMD adopted the following thresholds of significance in 2002:

Ozone and Particulate Matter. An increase of nitrogen oxides (NO_x) above 85 pounds per day for short-term effects (construction) would result in a significant impact. An increase of either ozone precursor, nitrogen oxides (NO_x) 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 NO_x 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).

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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, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The City 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).

POLICIES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

The following policies applicable to air quality were identified in the 2030 General Plan Master EIR, and will be applied to the project:

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 (see changes to Chapter 8 at Final MEIR pages 2-19 et seq.; see also Letter 2 and response).

ANSWERS TO CHECKLIST QUESTIONS

Questions A through C

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

Table 1. State and Federal Attainment Status

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

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

During construction, soils would be disturbed, construction equipment would be running and temporary road closures may occur. For construction period impacts, the City has a threshold of significance set at 85 pounds per day for nitrogen oxides (NO_x). In general, it is assumed that the largest emissions would occur during grading/excavation activities. With a proposed project area of three city blocks, staying within the right-of-way, it is expected that NO_x would be at a level of approximately 52 pounds per day (SMAQMD Roadway Construction Emission Model). This is below the 85 pounds per day threshold. Fugitive dust (PM₁₀ and PM_{2.5}) can also occur during construction due to soil disturbance. Since the proposed project has a disturbed area of smaller than five acres, SMAQMD has indicated that the project would not be considered to have a significant impact on fugitive dust generation. Due to the nonattainment status of the basin with respect to ozone, PM10, and PM2.5, the SMAQMD recommends that projects implement Basic Construction Emission Control Practices as best management practices that include the following:

1. On-site unpaved areas shall be stabilized using water or a chemical stabilizer/suppressant.
2. All land clearing, grubbing, scraping, excavation, land leveling, grading and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking.
3. All operations shall limit or expeditiously remove the accumulation of mud and dirt from adjacent public streets at least once every 24 hours when operations are occurring. The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden.
4. Limit traffic speeds on unpaved roads to 15 miles per hour.

Question D and E

Land uses such as residences are considered to be relatively sensitive to poor air quality. The existing land uses immediately adjacent to the proposed R Street Market Plaza area consist mainly of vacant buildings that are planned for redevelopment. A mixed use complex with Safeway Market, restaurants, commercial shops and loft apartments is located at the east end of the project area at the intersection of R and 18th streets. Commercial office buildings are located between the 14th and 16th blocks of R Street. There are additional commercial establishments located along 16th and 17th streets between Q and S streets and some multifamily residential units located along 17th street north of the light rail tracks. However, since project emissions of NO_x, ROG, PM10 and CO are anticipated to be less than significant, it is not expected that concentrations will exceed any standards for sensitive receptors.

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

Question F

The proposed project involves street and streetscape improvements that would not result in any new land use anticipated in the 2030 General Plan, nor would it result in new stationary or mobile source emissions.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

There are no additional significant environmental effects of the project relating to Air Quality.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
3. BIOLOGICAL RESOURCES			
Would the proposal result in impacts to:			
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?			✓
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?			✓
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?			✓
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?			✓
E) Conflict with any local policies or ordinances protecting biological resources such as a tree preservation policy or ordinance?		✓	
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?			✓

ENVIRONMENTAL SETTING

Existing land uses immediately adjacent to R Street in the project area consist mainly of industrial and commercial uses and open-space. Vacant buildings are scattered throughout the project area and are planned for redevelopment. The project area is paved, and biological resources are limited to patchy ruderal vegetation and one urban landscaping tree located on the Orchard Supply Warehouse property. No native trees, shrubs or wetlands occur in the project area.

Wildlife species potentially occurring in the project area are those tolerant of a high degree of urban disturbance. Typical species include western scrub jay, American crow, mourning dove, Brewer's blackbird, and rock dove. The high level of disturbance and patchy, fragmented nature of the vegetation makes the project site of very low value to wildlife. However, the landscaping trees and non-native oaks along 16th, 17th and 18th streets in the project area are large enough to potentially support nesting birds.

REGULARY SETTING

Migratory Birds

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

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

Invasive Species

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

Trees (including Heritage Trees)

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

- any tree with a trunk circumference of 100 inches or more, which is of good quality in terms of health, vigor of growth, and conformity to generally accepted horticultural standards of shape and location for its species;
- any native oak species *Quercus* sp. California buckeye (*Aesculus californica*), or western sycamore (*Platanus racemosa*), having a circumference of 36 inches or greater when a single trunk, or a cumulative circumference of 36 inches or greater when a multi-trunk;
- any tree 36 inches in circumference or greater in a riparian zone; or

- any tree, grove of trees, or woodland trees designated by resolution of the City Council to be of special historical or environmental value, or of significant community benefit (Prior Code 45.04.211).

STANDARDS OF SIGNIFICANCE

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

- Creation of a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected;
- Substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal;
- Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands); or
- Violation of the Heritage Tree Ordinance (City Code 12.64.040).

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

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 based on the technical memorandum prepared by PAR Environmental Services, Inc (2010).

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

No mitigation measures from the MEIR apply to this project.

ANSWERS TO CHECKLIST QUESTIONS

Questions A, B and C

The proposed project area of disturbance does not include, and would not result in impacts to wetlands or special status species. Other significant biological resources are discussed below.

Nesting Migratory Birds

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

Invasive Species

The proposed project is located in a built environment with few areas of open land. The roadside vegetation is ruderal and made up mainly of non-native species. Construction activities could result in the introduction and spread of noxious weeds and other invasive plants, as could inappropriate erosion control measures. No new invasive species should be introduced.

Question D

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

Question E***Trees (Including Heritage Trees)***

The project area is paved, and biological resources are limited to patchy ruderal vegetation and one urban landscaping tree located on the Orchard Supply Warehouse property. No native trees or shrubs occur in the project area. No trees will be removed within the project area.

Question F

The project is not located in an area governed by a Habitat Conservation Plan.

MITIGATION MEASURES**Nesting Migratory Birds**

1. If construction cannot be scheduled for the non-breeding season (August 1-January 31), pre-construction surveys shall be conducted at all potential nest sites for nesting birds. Surveys shall be conducted by a qualified wildlife biologist.
2. If construction schedules are determined prior to the nesting season, the City may opt to place netting over trees and other potential nest sites, to eliminate the chance of nesting birds in the project vicinity.
3. Surveys by a qualified biologist shall be conducted no more than 14 days prior to the initiation of construction activities. These surveys will provide information on any nesting birds or will verify the netting eliminated nesting birds from the project vicinity.
4. The biologist shall inspect all trees in the impact footprint and within a 164-foot (50-m) radius for nesting migratory birds.
5. If the biologist deems that an active bird nest is close enough to the construction area to be disturbed, he or she shall (in consultation with CDFG) determine the extent of the construction-free buffer zone to be established around the nest. Site

disturbance associated with project construction that may cause nest abandonment or forced fledging shall not be initiated within this buffer zone between March 1st and September 1st.

Invasive Species

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

FINDINGS

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

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

ENVIRONMENTAL SETTING

An Historic Property Survey Report with attached Historic Resource Evaluation Report and Archaeological Survey Report (HPSR/HRER/ASR) was prepared for this project (PAR 2009). Preparation of the documents included conducting site visits, completing record searches at the North Central Information Center, the Center for Sacramento History (formerly known as the Sacramento Archive and Museum Collection Center), Sacramento Central Library-Sacramento Room and the California State Railroad Museum Archive, and contacting state and local agencies, as well as nearby Native American tribes.

The area studied for cultural resources is the Area of Potential Effects (APE). The archaeological APE extends along the existing right-of-way from the west side of 16th Street east to the east side of 18th Street along R Street. The architectural APE includes properties where construction activities would occur adjacent to the building or loading dock face.

There are no identified prehistoric or historical archaeological sites within the archaeological APE. While no archaeological resources were identified, prehistoric resources could potentially occur nearly anywhere in downtown Sacramento. However, the probability of their presence is not reliably calculable, given the limited extent and quality of the available information on the local natural geography and environment and previous land disturbance due to development in the project area.

In the HPSR for the current study, one complex, the Crystal Ice and Cold Storage facility, was identified as eligible for listing in the National Register of Historic Places (NRHP). The segment of Southern Pacific Railroad (SPRR) mainline and siding tracks and railroad elements in front of Crystal Ice and Cold Storage Facility between 16th Street and 17th Street, including the

southern half of R and 17th Streets intersection, have been determined to contribute to the eligibility of the Crystal Ice facility. The property is also a historic resource pursuant to CEQA. No historic districts or known archaeological sites exist within the APE for the proposed project.

REGULATORY SETTING

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

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

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

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

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

Under Chapter 17.134 of the City of Sacramento Municipal Code, historic preservation work within designated historic districts or involving designated landmarks require City preservation review. There are no designated historic districts or landmarks within the APE.

STANDARDS OF SIGNIFICANCE

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

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

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

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

No mitigation measures from the MEIR apply to this project.

ANSWERS TO CHECKLIST QUESTIONS

Question A

The Crystal Ice and Cold Storage facility is bound by 16th Street on the west, 17th Street on the east, R Street on the north and the alley between R and S streets on the south. As the then primary manufacturer of ice in the City, this company played an important role in the Sacramento area between 1920, when the facility was completed, to 1950, when the widespread use of electric refrigerators replaced the ice box; as such, it is eligible under Criterion A. The factory embodies distinctive characteristics of an early twentieth century industrial ice plant and meets Criterion C. The property is eligible at a local level with a period of significance from 1920, when initial construction was complete, to 1950, when the last addition was finished. The State Historic Preservation Officer (SHPO) concurred with this finding on November 25, 2009.

The SPRR track and siding contribute to the setting of the Crystal Ice and Cold Storage facility, determined eligible for individual listing in the NRHP under Criterion A and C. The route is associated with the early twentieth century industrial development of the storage facility in the City of Sacramento and played an important role in its location, setting and design. The relationship between the ice plant and the rails is clearly evident, resulting in a strong sense of time and place. The rail features extend from the east side of 16th and R intersection to the east side of the 17th and R intersection, where the ice plant siding reconnects with the mainline. The remaining track and sidings between 17th and 18th streets and the north siding leading to OSH within the 17th and R intersection are not contributing elements. SHPO concurred with this finding on November 25, 2009.

The proposed project is focused on street improvements; there will be no right-of-way acquisition. Improvements, such as walkways, may extend to the front facade of the existing building and loading dock. The project has been designed to avoid impacts to the Crystal Ice and Cold Storage facility and SPRR tracks. Construction activities could have an effect on cultural resources; however, with the special provisions described in the project description, the impacts would be less than significant.

Avoidance measures included in the project description include the following:

1. Replace the existing asphalt concrete with Portland cement concrete.
2. Walkways shall be limited to a four-inch-high curb to match existing walkways within the corridor and minimize the visual effect of curbs.
3. All concrete walkways shall be stained and scored to reduce the visual impact, and will conform to the street appearance and maintain the industrial feel of the district.
4. Lighting shall be provided that is compatible with the industrial feel of the district and positioned at the edge of the street or back of the walk.

5. Granite curbstones presently covered with asphalt shall be exposed, cleaned and cast in place into the concrete roadway sections alongside track as were historically positioned at street intersections. An archaeologist shall document the location of the curbstones and other features during construction. Once the curbstone sections are exposed, any damaged or missing stones may be replaced in kind, if economically feasible, using like material. If the asphalt cannot be cleaned off the exposed surface the stones shall be rotated so clean surfaces would be exposed in the intersections.
6. Distorted rails shall be replaced in kind, if economically feasible, using like material. Rails currently covered with asphalt shall be cleaned and exposed.

Questions B and C

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

Question D

Based upon the known distribution of archaeological resources in Sacramento, there is a low to moderate potential that buried historic or prehistoric resources may be encountered during subsurface, ground disturbing work for this project. This potential is judged to be low for recent prehistoric sites because the distribution of the known sites of Emergent and Ethnographic age, as well as locations assigned ethnographic names in the city, are all located closer to the existing course of the river and appear to have been located near active channels while they were occupied. A moderate sensitivity for older prehistoric sites (Upper Archaic sites) is suggested because of the active nature of the river channels. Meandering river channels move about over the course of time. Prehistoric settlements located along channels during the time of occupation may be abandoned as a river channel relocates away from the settlement, or may be destroyed if a channel actively erodes the location as it moves toward the settlement. Sedimentation caused by changes in stream bed elevation may bury occupation sites over time. These processes are known to have been active in the Sacramento locality, resulting in deeply buried evidence of Early Archaic occupation at other locations in the city, including discoveries by Tremaine near Sacramento City Hall and near the Southern Pacific Railroad Depot. Geomorphic evidence visible on topographic maps of the area in the form of abandoned natural levees and channels suggests that in much of the city area active stream channels may have migrated north and west during the middle and late Holocene. A Late Discovery Plan was prepared for this project in light of the potential to encounter prehistoric archaeological resources.

MITIGATION MEASURES

1. A qualified (Secretary of Interior qualification) archaeological monitor shall be retained on-site during subsurface excavations below the current road base. These areas were historically high ground and are sensitive for prehistoric remains. The archaeological monitor shall be authorized to stop work and investigate any subsurface historic or cultural materials that are exposed by the excavation. In the event that cultural or potentially cultural materials are encountered during excavation activities, work shall cease within 100 feet of the find until a qualified archaeologist can assess and report on the significance of the find to the City's Preservation Director and State Historic

Preservation Officer (SHPO). If the find is prehistoric in nature, the Native American Heritage Commission (NAHC) shall be consulted. Tribal representatives as referred by the NAHC shall be included in the consultation process. If necessary, further mitigation measures may be developed and implemented by the qualified archaeologist and the tribal representative or the Preservation Director or SHPO.

FINDINGS

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

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

ENVIRONMENTAL SETTING

Utility services in the R Street Market Plaza Area include electric, gas, telephone and cable television services. There are existing electrical and telephone supply lines along R Street, both underground and overhead.

Sacramento Municipal Utility District (SMUD) provides the area with electric service. Pacific Gas and Electric Company (PG&E) provides the area with gas service.

STANDARDS OF SIGNIFICANCE

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

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 OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

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

No

ANSWERS TO CHECKLIST QUESTIONS

Since the project involves street improvements and would not construct any habitable structures, the project improvements would not adversely affect energy resources nor would they increase consumption of energy resources. Impacts are considered less than significant.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

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

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
6.GEOLOGY AND SOILS			
Would the project:			
A) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: <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? 			✓
B) Result in substantial soil erosion or the loss of topsoil?			✓
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?			✓
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?			✓
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?			✓

ENVIRONMENTAL SETTING

An Initial Site Assessment (ISA) was prepared for this project (Blackburn Consulting 2009). The topography through the R Street Improvement Project area is generally flat with an average elevation of approximately 15 to 16 feet above mean sea level.

The site lies within the Sacramento Valley portion of the Great Valley geomorphic province. The Cascade and Klamath ranges border the Great Valley to the north, the Coast Range to the west, the Sierra Nevada to the east, and the Transverse Range to the south. The valley formed by tilting of the Sierran Block with the western side dropping to form the valley and the eastern

side being uplifted to form the Sierra Nevada. The valley is characterized by a thick sequence of alluvial, lacustrine and marine sediments. The thickness of the sediments varies from a thin veneer at the edges of the valley to several thousand feet in the central portion of the valley (Blackburn Consulting 2009).

The R Street project area is underlain by the early Quaternary Levee and channel deposits. This formation is composed of sands, silts, and clays (Blackburn Consulting 2009).

There are no known faults within the greater Sacramento region and project area. The nearest faults to the project site are the Green Valley fault (47 miles southwest), the Greenville fault (42 miles southwest), the Hayward fault (62 miles southwest), the Rogers Creek-Healdsburg fault (56 miles west) and the San Andreas fault (75 miles southwest). The City of Sacramento has been identified as being subject to potential damage from earthquake ground shaking at a maximum intensity of VIII of the modified Mercalli scale. An earthquake of intensity VIII could cause alarm and moderate structural damage; however, the Central Valley region does not commonly experience strong ground shaking resulting from earthquakes along known and previously unknown active faults (City of Sacramento 2009).

STANDARDS OF SIGNIFICANCE

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

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

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.

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

No mitigation measures from the MEIR apply to this project.

ANSWERS TO CHECKLIST QUESTIONS A THROUGH E

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

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

Any soils that are stockpiled as part of the proposed project will use best management practices to contain the soil and reduce workers and the public's risk to the exposure of contaminated soils. For further information on stockpiled soil, see the Hazards Section.

The construction of the proposed project is not anticipated to result in groundwater pumping or dewatering, since the depth to the groundwater aquifer is 13 to 25 feet below grade surface (bgs) and the deepest excavation is anticipated to be approximately eight feet bgs. Therefore, any impacts would be less than significant.

MITIGATION MEASURE

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

FINDINGS

All additional significant environmental effects of the project relating to Geology and Soils can be mitigated to a less-than-significant level.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
7. HAZARDS			
Would the project:			
A) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		✓	
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?			✓
C) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✓
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?			✓
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?			✓
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?			✓
G) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?		✓	

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?			✓

ENVIRONMENTAL SETTING

An ISA was conducted for this project by Blackburn Consulting (Blackburn Consulting 2009). The ISA included a review of the historic maps, aerial photographs, contacts with state, federal and local agencies and a site visit.

Known Contamination Sites

R Street between 16th and 18th streets

A Targeted Brownfields Assessment (TBA) prepared for CADA in January, 2007, identified existing soil and groundwater contamination within the R Street corridor. Surface soil samples exceeding the California hazardous waste criteria of 1,000 mg/kg for total lead were found mid block between 17th and 18th Streets. Surface soil sample results exceeding the residential benchmark for lead were found along the south side of R Street in front of Crystal Ice. Surface soil sample results exceeding commercial benchmark for Total Petroleum Hydrocarbons (TPH) were found at the southwest corner of 18th and R Streets, and midblock between 16th and 17th Streets. Subsurface soil sample results exceeding the EPA Region IX Preliminary Remediation Goals residential benchmark of 150 part per million (ppm) for TPH were found along the south side of R Street just east of 16th Street (Blackburn Consulting 2009).

Data indicates that a groundwater plume originating at Orchard Supply Company extends south and southwest beneath R Street in both the shallow and deep aquifers. As part of the TBA, one groundwater sample was collected from the southeast corner of the intersection of 17th and R Streets; results indicate contaminant levels exceeded the maximum contaminant level (MCL) and environmental screening level (ESL) industrial standard benchmarks for benzene, xylene, and ethyl benzene; however risk of exposure to this plume is minimal. The groundwater level in the project is 13 to 25 feet bsg and excavation is anticipated to extend to 8 feet bsg. (Blackburn Consulting 2009).

Potential Contamination Sites

Historic Railroad Tracks

Historic use of the existing railroad tracks within the project corridor is a potential source of shallow soil contamination. Contamination typically associated with railroad corridors include oil/grease, locomotive fuel, fossil fuel combustion products, wood treating chemicals such as creosote and herbicides, slag ballast used to set the ties (heavy metals such as lead) and others (Blackburn Consulting 2009).

Imported Fill

Historical research shows that near-surface soils within the project area are imported fill. Fill placement occurred in the late 19th and early 20th century as the downtown area of Sacramento matured. There is a potential for the fill to have elevated levels of potential contaminants, such as metals (Blackburn Consulting 2009).

Sites Adjacent to the Project Boundary***Crystal Ice and Cold Storage, 1812 17th Street***

This facility is out of business and the site is currently inactive. The original building remains on site. One underground storage tank (UST) (120 gallon, regular gasoline) was identified from a Building Permit Inspection Card (Blackburn Consulting 2009).

Orchard Supply Company, 1731 17th Street

Previous site use included a junkyard/battery storage operation and an agricultural chemical retail and wholesale outlet. Past operations have resulted in the contamination of soil and groundwater with metals (arsenic and lead), pesticides (chlordane, dieldrin and DDT) and petroleum hydrocarbons. A Removal Action Workplan (RAW) addressed on-site soil contamination, specifying excavation of soils across the site ranging in depth from one to ten feet. The Department of Toxic Substances Control (DTSC) is currently monitoring groundwater within and surrounding the site to determine the extent of the contamination. Groundwater assessment is focusing on volatile organic compounds (VOCs) and polycyclic aromatic hydrocarbons (PAHs) (Blackburn Consulting 2009).

Tom and Toby's Automotive Clinic/Repairing, 1720 17th Street

This facility is out of business and the site is now a vacant lot between 16th and 17th Streets. The site was identified on Sanborn Maps from 1964 to 1970 as an Automobile Repair. Sanborn Maps were not available after 1970. The building can be seen in aerial photographs from 1952 through 1981. In the 1993 aerial photograph the entire site has been cleared (Blackburn Consulting 2009).

A-1 Plating Company, 1721 16th Street

This facility is out of business and the site is now a vacant lot between 16th and 17th Streets. The site was identified on Sanborn Maps from 1957 to 1970 as a Plating Shop and Automobile Repair. Sanborn Maps were not available after 1970. The building can be seen in aerial photographs from 1952 through 1981. In the 1993 aerial photograph the entire site has been cleared.

Plating shops are a concern for surface soil contamination. Historically, plating operations were prone to site contamination due to the movement of parts through the plating process in an unenclosed system. Old shops often had trenches into which wastewater and waste solutions were deposited. Potential contaminants include cadmium, chromium, copper, lead, nickel, zinc and cyanide (Blackburn Consulting 2009).

REGULATORY SETTING

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

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

- Community Environmental Response Facilitation Act (CERFA) of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act (OSHA)
- Atomic Energy Act
- Toxic Substances Control Act (TSCA)
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

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

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

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

STANDARDS OF SIGNIFICANCE

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

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

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

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; therefore, did not propose mitigation measures. There are no mitigation measures from the MEIR that apply to this project.

ANSWERS TO CHECKLIST QUESTIONS**Question A through D**

The proposed project would disturb soil under the existing roadway and up to the right-of-way line. Since the lead concentrations exceed the California Total Threshold Limit Concentration (TTL) for potential contamination related to previously-imported fill and the railroad tracks, regulatory oversight will be required for any surface soil disturbance. Consequently, DTSC will require the City to enter into a Voluntary Cleanup Agreement (VCA).

The VCA will include preparation of a Soil Management Plan and Health and Safety Plan to minimize the exposure risks to construction workers and end-users. Procedures to deal with soil stockpiled by this project will be addressed in the Soil Management Plan. Because of anticipated hazardous materials in the excavated soil, a stockpile area would be required to classify the soil before it is hauled away to the appropriate landfill. It may be necessary to close 17th Street from the northern light rail crossing to the alley south of R St for the contractor's use for stockpiling. Soils that exceed the hazardous threshold limit will be classified as a California hazardous waste, once excavated, and will require special handling and disposal procedures.

The Crystal Ice and Cold Storage, Orchard Supply Company, Tom and Toby's Automotive Clinic/Repairing and A-1 Plating Company are outside the construction footprint. No further action is recommended. Project improvements are not scheduled to impact those properties.

Questions E and F

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

Question G

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

Question H

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

MITIGATION MEASURES

Hazardous Materials

1. A Voluntary Cleanup Agreement (VCA) will be prepared for this project and will include preparation of a Soil Management Plan and Health and Safety Plan to minimize the lead exposure risks to construction workers and end-users. Procedures to deal with soil stockpiled by this project will be addressed in the Soil Management Plan. Soils that exceed any hazardous threshold limits will be classified as a California hazardous waste, once excavated, and will require special handling and disposal procedures.

Hazards

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

FINDINGS

All additional significant environmental effects of the project relating to Hazards can be mitigated to a less-than-significant level.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
8. HYDROLOGY AND WATER QUALITY			
Would the project:			
A) Violate any water quality standards or waste or discharge requirements?			✓
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)?			✓
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?			✓
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?			✓
E) Otherwise substantially degrade water quality?			✓
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?			✓
G) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			✓
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?			✓

ENVIRONMENTAL SETTING

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

Ground and Surface Water

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

The aquifer system underlying the City is part of the larger Central Valley groundwater basin. Groundwater levels in the Sacramento area have been declining since 1940. Groundwater is depleted by pumped extractions of groundwater for municipal, industrial and agricultural purposes. The pattern of pumping has continued over the years, and the current rate of decline is approximately 1.5 feet per year (PDG 2006). Historical depth to groundwater beneath the project area is between 13 and 25 feet below ground surface (Blackburn 2009).

Water Quality

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

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

Flooding

The Federal Emergency Management Agency (FEMA) publishes Flood Insurance Rate Maps (FIRM) that delineates flood hazard zones for communities. The project site is currently within the "Shaded X" flood zone, as specified in the City's Flood Insurance Rate Map (FIRM). This zone is applied to areas of the City that are outside of the 100-year flood plain due to the protection of levees.

STANDARDS OF SIGNIFICANCE

Water Quality. For purposes of this Initial Study, 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 construction and/or operational activities.

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

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

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

No mitigation measures from the MEIR that apply to this project.

ANSWERS TO CHECKLIST QUESTIONS

Questions A through H

The proposed project would not result in the degradation of water quality or result in altered drainage patterns. The project will construct a new underground drainage system with drain inlets and laterals to accommodate street run-off and site drains for the plaza.

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

The Federal Emergency Management Agency (FEMA) publishes Flood Insurance Rate Maps (FIRM) that delineates flood hazard zones for communities. The project site is currently within the "Shaded X" flood zone, as specified in the City's Flood Insurance Rate Map (FIRM). This zone is applied to areas of the City that are outside of the 100-year flood plain due to the protection of levees. Since the project is outside of the 100-year flood plain, there will be no increased risk of exposure to people or property.

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

MITIGATION MEASURES

No mitigation measures are necessary.

FINDINGS

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

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
9. NOISE			
Would the project result in:			
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?			✓
B) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			✓
C) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			✓
D) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			✓
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?			✓
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?			✓

ACOUSTICAL TERMINOLOGY

Noise may be defined as unwanted sound.

Sound is defined as a pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second) they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second, or Hertz (Hz).

Sound levels are usually measured on a logarithm scale and expressed in decibels (dB) with 0 dB being the threshold of hearing. Decibel levels range from 0 to 140. Typical examples of decibel levels would be a low decibel level of 50 dB for light traffic to a high decibel level of 120 dB for a jet takeoff at 200 feet. The human ear cannot detect changes of less than 3dB.

The perceived loudness of sound depends on many factors, including the sound pressure level, frequency and the sensitivity of the receiver.

The decibel scale can be adjusted for community noise impact assessment to consider the additional sensitivity to different pitches (through the A-weighting mechanism) and to consider the sensitivity during evening and nighttime hours (through the Community Noise Equivalent Level and Day-Night Average). Community noise is commonly described in terms of the "ambient" noise level, which is defined as the all-encompassing noise level associated with a given noise environment, and is measured by the L_{eq} which is an average, or equivalent, noise level.

The day-night average sound level (L_{dn}) represents sound exposure averaged over a 24-hour period. L_{dn} values are calculated using hourly L_{eq} values, with the L_{eq} values for the nighttime period (10:00 P.M.-7:00 A.M.) increased by 10 dB to reflect the greater disturbance potential from nighttime noises. Sounds that occur in the late night and early morning hours are perceived as being louder than the same sound heard during daytime hours.

ENVIRONMENTAL SETTING

Noise is defined as unwanted sound, and thus is a subjective reaction to characteristics of a physical phenomenon. The unit of sound level measurement is the decibel (dB). The decibel notation used for sound levels describes a logarithmic relationship of acoustical energy, for example, a doubling of acoustical energy results in an increase of three dB, which is considered barely perceptible. A 10-fold increase in acoustical energy equals a ten dB change, which is subjectively like a doubling of loudness. Table 2 provides decibel levels and their common noise source (pers comm. J. Brennan, 2006).

Table 2. Noise Levels of Common Noise Sources

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

Source: pers. comm. J. Brennan, 2006

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

STANDARDS OF SIGNIFICANCE

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

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

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

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 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

No mitigation measures from the MEIR apply to this project.

ANSWERS TO CHECKLIST QUESTIONS**Questions A through D**

The proposed project would not increase the vehicle capacity of R Street. Therefore, there would not be an increase in long-term noise levels. The vehicle capacity on R Street and construction activities resulting from the proposed project would not cause the peak vibration velocities to be greater than 0.5 inches per second during construction (pers. comm. J. Brennan, 2007). Additionally, the historic building and elements in the project are protected from possible vibration damage by procedures outlined in the project description.

The existing land uses immediately adjacent to the proposed R Street Market Plaza area consist mainly of vacant buildings that are planned for redevelopment. A mixed use complex with Safeway Market, restaurants, commercial shops and loft apartments is located at the east end of the project area at the intersection of R and 18th streets. Commercial office buildings are located between the 14th and 16th blocks of R Street. There are additional commercial

establishments located along 16th and 17th streets between Q and S streets and some multifamily residential units located along 17th street north of the light rail tracks.

During construction, noise from construction activities would dominate the noise environment in the immediate area. Activities included in construction would include grading, paving and installing project elements using general construction equipment such as scrapers, backhoes and heavy trucks. Table 3 shows general construction equipment and their associated noise levels at 50 feet.

Table 3. Construction Noise Levels

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

Source: Cunniff 1977

The majority of the project area is either unoccupied or composed of business and commercial neighbors. Construction noise during the daytime hours is considered less than significant with compliance with the City Code. The City of Sacramento has adopted a noise ordinance to reduce the impact of construction noise. Sacramento City Code Chapter 8.68 is used to limit noise from fixed sounds, including construction activities.

1. Construction activities are exempt from the City Noise Ordinance (Section 8.68.080) when activities are conducted between the hours of 7 AM and 6 PM, Monday through Saturday, and between 9 AM and 6 PM on Sunday (City Code 8.68.080).
2. Any adjacent residences within the R Street Market Plaza vicinity shall be notified prior to any nighttime or weekend construction activities.

Questions E and F

The project area is not located within or adjacent to land designated as airport land. The project will not have impacts to airports or airstrips.

MITIGATION MEASURES

To the extent possible, the nighttime or weekend construction activities should be limited to areas of the project that are farthest away from any residences.

Findings

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

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>10. PUBLIC SERVICES 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> <p>B) Police protection?</p> <p>C) Schools?</p> <p>D) Other public facilities?</p>		<p style="text-align: center;">✓</p> <p style="text-align: center;">✓</p>	<p style="text-align: center;">✓</p> <p style="text-align: center;">✓</p>

Environmental Setting

Fire Protection

The project area is within the Central City and is served by the City of Sacramento Fire Department (SFD). The project is within District 3. The nearest fire station is located at 624 Q Street and houses an engine and EMT medic (PDG 2006).

Police Services

The project is served by the City of Sacramento Police Department, District 3 and is served by the Richards Police Facility. The headquarters is located at 300 Richards Boulevard.

STANDARDS OF SIGNIFICANCE

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

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

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

No mitigation measures from the MEIR apply to this project.

ANSWERS TO CHECKLIST QUESTIONS

Questions A through E

The implementation of the proposed project would not require altered services to existing or planned fire protection, police protection, schools, maintenance of public facilities, or other governmental services. The project consists of road corridor and drainage improvements and would not add new residences or other occupants to the project area.

The project would not impact government facilities or require construction of new government facilities. These impacts are considered less than significant with the incorporation of mitigation measures.

MITIGATION MEASURES

No mitigation measures are necessary other than the measures previously listed in the Hazards section.

FINDINGS

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

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
11. RECREATION			
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?			✓

ENVIRONMENTAL SETTING

The R Street Market Plaza Improvements Project is located in the Central City, within the City of Sacramento Parks and Recreation Department. The City of Sacramento Parks and Recreation Master Plan Update 2005-2010 was adopted by the City Council in April 2009 (City 2009b). The parks in closest proximity to the proposed project include Fremont Park (1515 Q Street) and Park Site CC1 (19th and Q streets).

STANDARDS OF SIGNIFICANCE

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

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

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

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

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

No mitigation measures from the MEIR apply to this project.

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

The project is located in a street corridor. The objective of this project is for revitalization and streetscape improvements along R Street. The project would not add new residences or other occupants to the project area. The project will not impact or affect parklands in any manner

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

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

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
12. TRANSPORTATION AND CIRCULATION			
Would the project:			
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)?			✓

ENVIRONMENTAL SETTING

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

The current parking along R Street is not marked. Parking in front of the Orchard Supply Co. building on the north side of R Street between 17th and 18th streets is regulated by a private business. There are approximately 100 parking spaces on R Street between 16th and 17th streets; however, there are presently no businesses that occupy the space adjacent project right-of way that require use of these parking spots. The spots are assigned/rented spaces used by persons working in the office building located on R Street between 15th and 16th streets (pers. comm. Silva).

STANDARDS OF SIGNIFICANCE

The standards of significance for Transportation utilize policies in the 2030 General Plan, Mobility Element and, when appropriate, standards used by regulatory agencies. 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:

1. The traffic generated by a project degrades peak period Level of Service (LOS) from A,B,C or D (without the project) to E or F (with project); or
2. The Level of Service (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 occurs for intersections 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.

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;
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.

Transit

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

1. Adversely affect public transit operations or
2. Fail to adequately provide for access to public transit.

Bicycle Facilities

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

1. Adversely affect bicycle travel, bicycle paths or
2. Fail to adequately provide for access by bicycle.

Pedestrian Circulation

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

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

Parking

Impacts to parking are considered significant if the proposed project would eliminate or adversely affect an existing parking facility, interfere with the implementation of a proposed parking facility, or result in an inadequate supply of parking.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

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 mitigation measures from the MEIR apply to this project.

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

The proposed project would not result in increases in vehicles or permanently change circulation patterns in the area.

Question C

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

Question D

The R Street Market Plaza Improvement Project would implement the Central City Community Plan and the R Street Urban Design Plan goals and principles. Improvements include installing ADA-compliant, raised walkways, bringing drainage and lighting systems up to current standards.

Question E

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

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

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

Question F

The proposed project plans identify 25 parking spaces on the south side of R Street between 16th and 17th streets and 23 parking spaces on the south side of R Street between 17th and 18th streets. The number of parking spaces proposed for the project is consistent with the requirements outline in the City approved R Street Urban Design Plan. Although this is a reduction in the current parking that is available, this plan is also consistent with the City of Sacramento and the Central City Community plan to reduce the amount of surface parking. Since the project will be bicycle and pedestrian friendly and is within close proximity to the Regional Transit Lightrail station at 16th street, alternative modes of transportation are provided to accommodate for the loss in parking spaces.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Transportation and Circulation.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
13. UTILITIES AND SERVICE SYSTEMS			
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 and regulations related to solid waste?			✓

ENVIRONMENTAL SETTING

Water

The City of Sacramento provides water to the majority of the people within the city limits. Municipal water is received from the American and Sacramento rivers. Surface water is treated at two facilities, E.A. Fairbairn Water Treatment Plant (FWTP) and the Sacramento River Water Treatment Plant (SRWTP). In 2005, the FWTP processed 200 million gallons per day of water for domestic uses, while the SRWTP processed 110 million gallons per day. These two water treatment plants also maintain on-site storage in case of emergencies, totaling more than 32 million gallons of water (City 2005).

The City also operates 32 active municipal groundwater wells. These wells are used to contribute to the water supply during peak days and can process between 30 and 33 million gallons of water per day (City 2005).

The City also maintains 15 enclosed water storage reservoirs that are used to meet water demands for fire flows, emergencies and peak hours when the City exceeds the maximum day supply rates. These reservoirs total 85 million gallons of water (City 2005).

Sewer

The Central City is located within the City of Sacramento Combined Sewer System area (CSS). This is a 100-year-old sewer system which carries both wastewater and stormwater through a common conveyance system. During heavy rainfall events, the combined sewer system has historically overflowed into City Streets and/or the Sacramento River. The proposed project will place an 18-inch-diameter storm drain pipe below the road. Small site drains would convey water from the plaza to the main drain pipe.

Drainage

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

The R Street project area does not have adequate drainage and is subject to occasional ponding and flooding during storm events. The R Street Urban Design Plan provides measures to accommodate new standards for streetscape improvements. The guidelines include new gutters and direct drainage to intersections where existing drop inlets and drainage facilities are located (PDG 2006). The proposed project will construct a new underground drainage system with drain inlets and laterals to accommodate street run-off and site drains for the plaza.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, 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 OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The 2030 General Plan Master EIR determined that implementation of the General Plan could result in an increased 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

No mitigation measures from the MEIR apply to this project.

ANSWERS TO CHECKLIST QUESTIONS

As part of a separate project in anticipation of the capacity needs for the R Street Corridor project, the City of Sacramento upgraded the current water main system and storage capacity of the combined sanitary sewer system, a single transmission system that serves both storm water run-off as well as wastewater. The project would not exceed of the capacity for water supply, storm water run-off or wastewater conveyance.

The City of Sacramento received state funding (Workforce Housing-Jobs Housing Balance Grant Funds) to improve the capacity of the storm drainage system by installing larger capacity pipelines and a large detention basin to manage flows from existing land uses and anticipated redevelopment projects in the area. This increased storage capacity was completed to mitigate the additional sewer flows that would be generated by the anticipated R Street redevelopment projects. The project included a new water main and fire hydrants and was completed in July 2006. It was the first of several planned infrastructure projects within the R Street corridor.

The project will construct a new underground drainage system with drain inlets and laterals to accommodate street run-off and site drains for the plaza, thus the proposed project would not result in the degradation of water quality, exceed the capacity of the system or result in altered drainage patterns.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

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

MANDATORY FINDINGS OF SIGNIFICANCE

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
14. MANDATORY FINDINGS OF SIGNIFICANCE			
A.) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			✓
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.)			✓
C.) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			✓

Answers to Checklist Questions

Questions A through C

With the incorporation of mitigation measures, the project would not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, or threaten to eliminate a plant or animal community. The project would not impact rare or endangered wildlife species, or eliminate important examples of the major periods of California history or prehistory.

Under the proposed project, the improvements to R Street between 16th and 18th streets would improve vehicular and pedestrian safety, bring lighting and drainage systems up to current standards, and bring the pedestrian walkways into ADA compliancy. The proposed project would not result in cumulative effects and would improve traffic circulation, public services, parking, and pedestrian and vehicular safety. This will be beneficial when planned

redevelopment projects are completed in the R Street corridor. The proposed project would result in less-than-significant impacts with mitigation.

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

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

SECTION V - DETERMINATION

On the basis of the initial study:

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

Signature

Date

Printed Name

LIST OF PREPARERS

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

PAR ENVIRONMENTAL SERVICES, INC.

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

Mary Maniery, M.A., is the President of PAR Environmental Services, Inc. She earned her Master of Arts in Anthropology from California State University, Chico. Ms. Maniery is a registered Professional Archaeologist, specializing in historical archaeology in the west, with 30 years of experience. Ms. Maniery was the Cultural Coordinator for this project and author of the Historic Property Survey Report and Finding of Effects document.

Jennifer Moore, B.S., is a Senior Environmental Planner with PAR Environmental Services, Inc. She earned her Bachelors of Science degree in Anthropology from the University of California, Davis. Ms. Moore served as project manager for this project as well as author for the Initial Study, Community Impact Assessment and the Visual Memorandum.

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PERSONAL COMMUNICATION

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

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

APPENDIX A
Project Geometrics

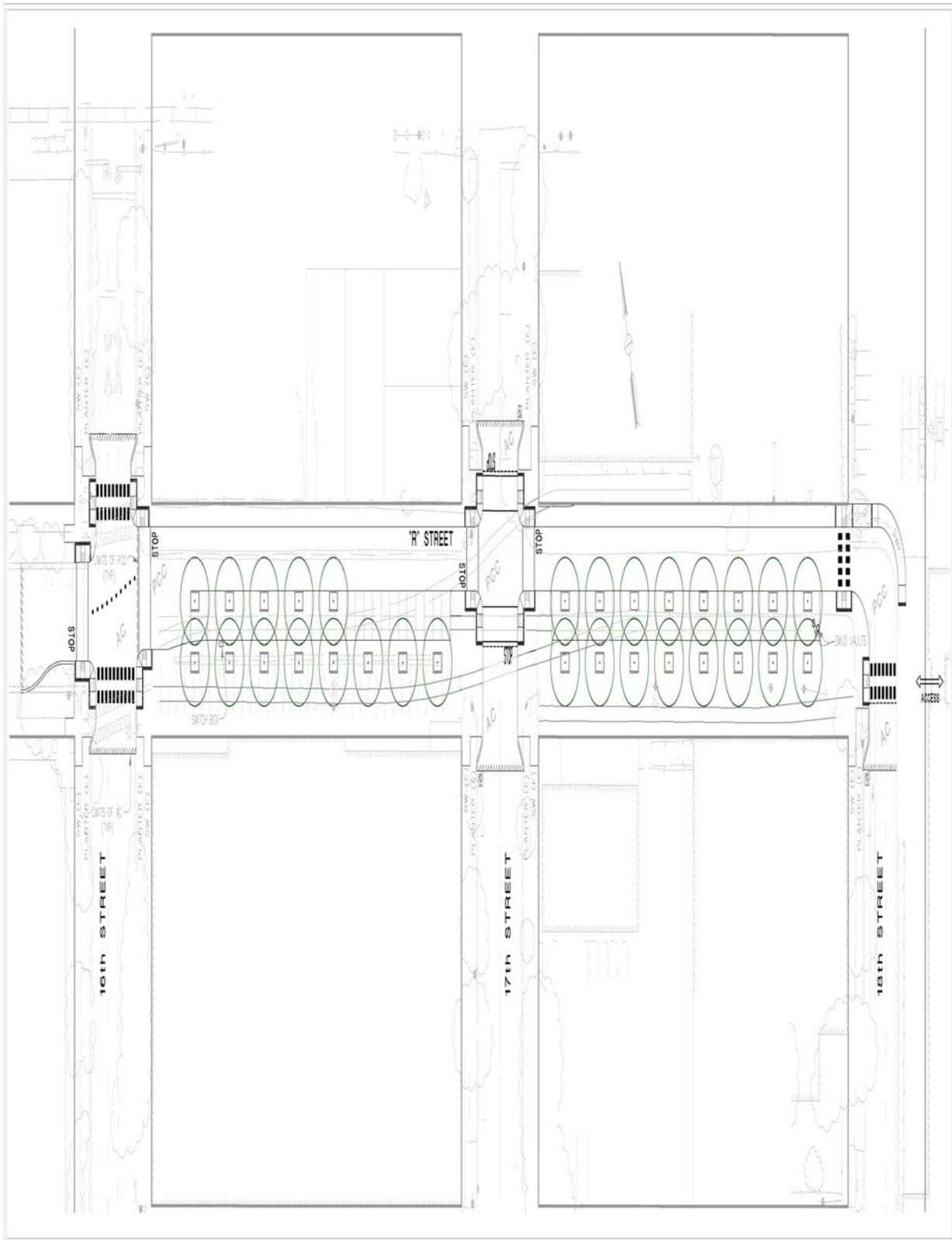


EXHIBIT D

**R Street Market Plaza Improvements Project
16th to 18th Streets
Mitigation Reporting Program**

In January 1989, Assembly Bill 3180 went into effect requiring the City to monitor all mitigation measures applicable to this project and included in the Mitigated Negative Declaration (MND). For this project, mitigation reporting will be performed by the City of Sacramento Department of Transportation in accordance with the monitoring and reporting program developed by the City to implement AB 3180.

This Mitigation Reporting Program (MRP) is being prepared for the Development Services Department, Environmental Planning Services, 300 Richards Boulevard, 3rd Floor, Sacramento, CA 95811, pursuant to the California Environmental Quality Guidelines, Section 21081.

The City of Sacramento Department of Transportation will submit its completed Reporting Program to Environmental Planning Services for inclusion in the staff report to the City Council.

Project Number: TW76/T15068300

Project Name: R Street Market Plaza Improvements: 16th Street to 18th Street

Project Location: The R Street Market Plaza project is located in an older section of the R Street Corridor between 16th and 18th streets (Figure 1 and 2). The project area is characterized as an inactive rail corridor and underutilized warehouse district. This area is anchored on the east by the R Street Marketplace, a mixed-use complex with housing and retail establishments including a Safeway grocery store and a Panda Express fast food restaurant. Regional Transit Lightrail line extends parallel to the north of the project site along the Q and R streets alley.

Project Description: The proposed work includes reconstructing R Street, improving the parking areas, providing sidewalks, planting trees, installing lighting and updating the storm drainage system. An 18-inch-diameter storm drain pipe will be placed below the road. Small drains would convey water from the plaza to the main drain pipe. The maximum depth of disturbance will be eight (8) feet for utility relocation, in a three-(3)-foot-wide trench. The remaining historic railroad tracks would stay in place and will be protected during construction.

The following improvements are proposed for R Street between 16th and 18th streets:

- Replacing the existing asphaltic concrete (AC) travel way with Portland cement concrete (PCC).
- Providing a 22-foot-wide travel way, with one 11-foot-wide lane in each direction. Stop signs that are currently at the intersection of R and 16th

streets would be maintained. The intersection of R and 17th streets will be controlled with stop signs. Stop bars will be striped in the crosswalks.

- Constructing bulb-outs at intersection corners protruding six (6) feet into the numbered streets only to shorten crosswalk distances. No bulb outs are proposed on R Street. ADA compliant curb ramps are proposed at the intersections of R and 16th, 17th and 18th streets. Each corner would have a three-foot-long by six-foot-wide yellow truncated warning tile near the edge of the street.
- Constructing a 23-foot-wide pedestrian walkway/plaza with a four-inch-high curb on the south side of the existing right-of-way.
- Constructing an 8-foot-wide sidewalk with a four-inch-high curb on the north side of the existing right-of-way.
- Providing 90-degree parking stalls along the pedestrian walkway/plaza on the southern side of the right-of-way.
- Providing shade trees in two rows on each block of R Street in the plaza and parking area. Tree wells would be placed at the edge of parking areas and in the plaza, spaced 36 feet apart on center.
- Installing new industrial stylized lighting on both the north and south sides of R Street.
- Constructing an underground drainage system with drain inlets and laterals to accommodate street run-off and site drains for the plaza. Trenching for this activity would involve disturbance of a 4-foot-wide by 8-foot-deep area at maximum. An 18-inch-diameter storm drain pipe would be placed below the road. Small drains would convey water from the plaza to the main drain pipe.
- Reinforce the base of the existing main track with adjustments to alignment and elevation, as needed for safety, drainage and ADA compliance.
- Reconstructing the siding track to accommodate the proposed grades, walkway alignment and ADA guidelines. Where necessary, the project proposes a maximum vertical and horizontal adjustment of 12 inches. Distorted tracks would be replaced in kind, if economically feasible, with warehoused rail stock or new rails.
- Granite curbstones and other railroad elements, such as switching plates, located adjacent to the track would be cast into the concrete roadway section at their current locations and would conform to any alignment or elevation adjustments that may be required for all tracks.
- Removing minimal amounts of railroad tracks at curb ramps to meet ADA standards at curb ramps at the northeast, southwest, southeast corners of the R Street and 17th Street intersection. Curbstones would also be

removed when in conflict with meeting ADA standards along the pedestrian path. Removed curbstones can be reused to replace broken or damaged curbstones in other portions of the project.

- Adding streetscape beautification elements to the walkway/plaza and at the intersection of R and 17th street, such as textured or colored concrete complimenting the industrial nature of the corridor utilizing shades of grey.

Railroad Elements

The project is designed to keep the existing mainline track in place, thus preserving the historic integrity of the corridor. One historic property, the Crystal Ice and Cold Storage facility, was found eligible for listing on the National Register of Historic Places. Additionally, the mainline, siding track and railroad elements between 16th Street and 17th Street and the southern section of track in the R and 17th streets intersection are considered contributing elements to this historic property.

The slope of the roadway has been designed to conform to the existing mainline track. Several locations may require reconstructing the existing siding tracks to maintain the appropriate ADA compliance in the pedestrian walkway/plaza. If adjusting is required, the siding track would be raised a maximum of 12 inches. This would be accomplished by removing the existing rail and ties and replacing the existing rails onto a new concrete footing at the adjusted elevation. The existing ties would be removed and disposed of at an approved Class I off-site facility.

Granite curbstones and other railroad elements, such as switching plates, located adjacent to the track would be cast into the concrete roadway section at their current locations and would conform to any alignment or elevation adjustments that may be required for all tracks.

Construction Staging

During construction, R Street would be closed to the public, but 16th and 18th streets would remain open to traffic. Because of anticipated hazardous materials in the excavated soil, a stockpile area would be required to classify the soil before it is hauled away to the appropriate landfill.

Existing land uses immediately adjacent to the proposed R Street Market Plaza area consist of vacant buildings that are planned for redevelopment. A mixed use complex with Safeway Market, restaurants, commercial shops and loft apartments is located at the east end of the project area at the intersection of R and 18th streets.

It may be necessary to close 17th Street from the northern light rail crossing to the alley south of R St for the contractor's use for stockpiling. All construction equipment would be stored within the existing City right-of-way. Vehicular access would be maintained along 16th and 18th streets.

Construction Methods near Historic Buildings

REMOVAL OF EXISTING FACILITIES

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

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

PREPARATION FOR NEW IMPROVEMENTS

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

CONSTRUCTION OF NEW IMPROVEMENTS

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

**MITIGATION REPORTING PROGRAM CHECKLIST FOR THE
 R STREET MARKET PLAZA IMPROVEMENTS PROJECT
 16TH TO 18TH STREETS**

Mitigation Measure	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
BIOLOGICAL RESOURCES				
Nesting Migratory Birds				
<ol style="list-style-type: none"> 1. If construction cannot be scheduled for the non-breeding season (August 1-January 31), pre-construction surveys shall be conducted at all potential nest sites for nesting birds. Surveys shall be conducted by a qualified wildlife biologist. 2. If construction schedules are determined prior to the nesting season, the City may opt to place netting over trees and other potential nest sites, to eliminate the chance of nesting birds in the project vicinity. 3. Surveys by a qualified biologist shall be conducted no more than 14 days prior to the initiation of construction activities. These surveys will provide information on any nesting birds or will verify the netting eliminated nesting birds from the project vicinity. 4. The biologist shall inspect all trees in the impact footprint and within a 164-foot (50-m) radius for nesting migratory birds. 5. If the biologist deems that an active bird nest is close enough to the construction area to be disturbed, he or she shall (in consultation with CDFG) determine the extent of the construction-free buffer zone to be established around the nest. Site disturbance associated with project construction that may cause nest abandonment or forced fledging shall not be initiated within this buffer zone between March 1st and September 1st. 	<p>Prior to and during construction –</p> <p>Mitigation measures shall be included in all construction documents for implementation during construction.</p>	<p>City of Sacramento Department of Transportation</p> <p>and</p> <p>Contractor</p>		

Mitigation Measure	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
<p>Invasive Species</p> <p>To avoid the introduction of new weeds in the project area, only certified weed-free imported material shall be used for temporary erosion control, such as sterile straw-wattles or weed-free, sterile rice straw.</p>	<p>During construction –</p> <p>Mitigation measures shall be included in all construction documents for implementation during construction.</p>	<p>City of Sacramento Department of Transportation</p> <p>and</p> <p>Contractor</p>		
<p>CULTURAL RESOURCES</p> <p>1. An archaeological monitor shall be retained on-site during subsurface excavations below the current road base. These areas were historically high ground and are sensitive for prehistoric remains. The archaeological monitor shall be authorized to stop work and investigate any subsurface historic or cultural materials that are exposed by the excavation. In the event that cultural or potentially cultural materials are encountered during excavation activities, work shall cease within 100 feet of the find until an archaeologist can assess the significance of the find. If the find is prehistoric in nature the Native American Heritage Commission (NAHC) shall be consulted. Tribal representatives as referred by the NAHC shall be included in the consultation process. If necessary, further mitigation measures may be developed and implemented by the qualified archaeologist and the tribal representative.</p>	<p>During construction –</p> <p>Mitigation measures shall be included in all construction documents for implementation during construction.</p>	<p>City of Sacramento Community Development Department</p> <p>and</p> <p>Contractor</p>		
<p>GEOLOGY AND SOILS</p> <p>1. 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</p>	<p>Prior to and during construction –</p>	<p>City of Sacramento Department of</p>		

Mitigation Measure	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
by the City Engineer, until a written acceptance of the erosion and sediment control plan has been received from the City Engineer. If, in the opinion of the Engineer, the plan does not sufficiently address the objectives outline in this section, the Contractor shall revise the plan accordingly to the satisfaction of the City Engineer.	Mitigation measures shall be included in all construction documents for implementation during construction.	Utilities and Contractor		
<p>HAZARDS</p> <p>Hazardous Materials</p> <ol style="list-style-type: none"> 1. A Voluntary Cleanup Agreement (VCA) will be prepared for this project and will include preparation of a Soil Management Plan and Health and Safety Plan to minimize the lead exposure risks to construction workers and end-users. Procedures to deal with soil stockpiled by this project will be addressed in the Soil Management Plan. Soils that exceed the hazardous threshold limit will be classified as a California hazardous waste, once excavated, and will require special handling and disposal procedures. Further, upon completion of the project, DTSC expects that a Deed Restriction will be placed on at least a portion of the corridor. The deed restriction will identify potential contaminant issues for future corridor use (Blackburn Consulting 2009). 2. A site-specific health and safety plan and/or lead compliance plan shall be developed and implemented to minimize public/worker health exposure to potential hazardous materials. 	Prior to construction	City of Sacramento Department of Transportation and Contractor		

Mitigation Measure	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
<p>Hazards</p> <ol style="list-style-type: none"> 1. Prior to the start of construction, the contractor shall coordinate with the City of Sacramento Police and Fire departments, California Highway Patrol and local public and private ambulance and paramedic providers in the area to prepare a Construction Period Emergency Access Plan. The Emergency Access Plan shall identify phases of the project and construction scheduling and shall identify appropriate alternative emergency access routes. 2. Prior to the start of construction, a public outreach program shall be established. As part of the public outreach program, a media communication plan shall be developed to ensure consistent and updated public information regarding the construction phases of the project. Public information releases regarding any closures shall be issued to all available media sources (newspapers, radio and television) to provide the public advance warning to closures and to notify the public of alternative routes. 3. Whenever feasible, temporary signage shall be installed notifying the public of closures or detours and the expected duration of the closure. 	<p>During construction –</p> <p>Mitigation measures shall be included in all construction documents for implementation during construction.</p>	<p>City of Sacramento Department of Transportation</p> <p>and</p> <p>Contractor</p>		

EXHIBIT E

Staff comments for Design Commission consideration (R Street Market Plaza)

1. Staff recommends simplifying the paving detail at the tracks so they read better. How is the track being treated, will it be preserved in place or removed and replaced?
2. Look at tree species and spacing.
3. Review and comment on all paving materials/colors/ and design.
4. Look at simplifying the paving patterns at the 17th and R Street intersection. *Make it look more like a plaza with a circle or square design. Also look at feasibility of a tabletop approach that can avoid so many grade changes.*
5. Review and comment on lighting design/height/ and color.