



REPORT TO COUNCIL

City of Sacramento

915 I Street, Sacramento, CA 95814-2604
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Staff Report
November 4, 2010

**Honorable Mayor and
Members of the City Council**

Title: Reintroduction of Vehicular Traffic on K Street

Location/Council District: K Street between 8th Street and 12th Street/District 1

Recommendation: Adopt a **Resolution:** 1) approving the Cars on K Street Project Mitigated Negative Declaration and Mitigation Reporting Program; and a **Resolution:** 1) approving the Cars on K Project and Preliminary Design Concept, and 2) authorizing the City Manager to execute Supplemental Agreement No. 2 with DKS Associates (DKS) for final design for Vehicular Traffic Options on the K Street Mall in an amount not to exceed \$238,873 and extend the time for completion to October 31, 2011, and 3) resetting the City Manager's Supplemental Agreement authority.

Contact: Denise Malvetti, Senior Project Manager, 808-7064; Edward Williams, Associate Civil Engineer, 808-8288

Presenters: Denise Malvetti and Hector Barron

Department: Economic Development Department/Transportation

Division: Downtown Development/Engineering Services

Organization No: 18001021/15001121

Description/Analysis

Issue: K Street was once the bustling core of downtown, but since cars were removed in the late 1960s, the vibrancy has diminished. Recently, however, there have been successes on K Street and the City of Sacramento is interested in building on those successes and recreating K Street as a vibrant part of downtown. Vehicular traffic has been cited as one technique that can generate additional economic development and change perceptions of the corridor. The project purpose is to increase access and visibility to businesses, promote a safe environment, stimulate additional economic activity, and improve circulation.

In 2009, the City and the Downtown Sacramento Partnership commissioned a Downtown Activation Strategy from Downtown Works, a leading retail consultant. The report explains that in the late 1960s Sacramento made a similar mistake that numerous other cities across the United States made in the 1960s through 1980s by

closing off streets to vehicular traffic and creating pedestrian malls. The intent was to replicate the feeling of the suburban mall which at the time was becoming increasingly popular. This strategy actually had the opposite impact and decimated retail in numerous downtowns, including K Street in Sacramento. The removal of vehicular traffic disrupted the Downtown grid and eliminated traffic which is critical to the success of retail.

Downtown Works strongly recommends the City of Sacramento follow the direction of dozens of other U. S. cities and re-open K Street to vehicular traffic which will both aid in the reconnection of the grid and enhance the retail viability. Over the past decade, several other cities have reintroduced cars to their pedestrian malls and have had great success in stimulating additional business activity.

It is important to pursue the reintroduction of vehicular traffic at this time because there is a significant opportunity for retail to be successful on K Street. As a follow-up action item to the Activation Strategy, the Downtown Sacramento Partnership has hired a Retail Recruiter. The increased visibility to K Street will be key to these recruitment efforts. Furthermore, the addition of vehicles will support existing retail and entertainment venues on K Street as well as the ones opening later this year and the future developments on the 800 Block of K Street.

Another key benefit of reintroducing vehicles to K Street is that once cars are back on K Street the roadway could be reclassified as a federal aid route and thus becomes eligible for federal transportation infrastructure funds (pending NEPA approval). The absence of vehicular traffic has made portions of K Street ineligible for numerous local, state and federal funding opportunities because it is not deemed a street. Once K Street is determined to be a street by the City, it will open up funding opportunities that may not have otherwise existed for K Street.

On April 22, 2010, City Council approved an approximately \$2.7M budget (T15095300) for the K Street Mall Traffic Study and its implementation. It also authorized a supplemental agreement with DKS to prepare preliminary plans and estimate as well as a Mitigated Negative Declaration. As part of the planning process there has been a significant amount of community outreach as described in Attachment 1 of the report. Staff has worked with DKS over the past 6 months to create a preliminary design for the Cars on K Project. Attachment 4 contains sample images of the proposed plan. The preliminary design plans include the following proposed design components:

- 4 Block project from 8th to 12th Street
- Two-way traffic
- Passenger Drop-offs (no parking)
- New signalized crossing at 11th and K streets
- Addition of edge treatments (possibly bollards, planters or street furniture) to fill large gaps
- ADA improvements at intersections

It is staff's recommendation to approve the project and environmental document, the preliminary design concept, and Supplemental Agreement No. 2 with DKS Associates in an amount not to exceed \$238,873 to prepare final plans. Should Council approve these actions, staff plans to issue the invitation to bid and will return to Council in Spring 2011 for approval of the construction contract. Cars may return to K Street as early as Fall 2011.

Policy Considerations: The recommended action is consistent with the City's Strategic Plan goals of improving and expanding economic vitality throughout the City and the 2009-2014 Merged Downtown Implementation Plan goal of stimulating economic growth. The potential change in K Street operations is also consistent with the Central City Urban Design Guidelines, adopted by City Council in May 2009, which recommended the addition of vehicular traffic to K Street from 9th to 12th streets. In 2009, City Council adopted an ordinance allowing bicycles on K Street creating a multi-modal street.

On September 23, 2010, the Downtown Sacramento Partnership Strategic Development Task Force unanimously approved and forwarded to their full Board the recommendation of supporting the preliminary design and reintroducing vehicles to K Street from 8th to 12th streets. The Downtown Sacramento Partnership Board reviewed the preliminary on October 20, 2010. Furthermore, the addition of cars to K Street was cited in the Partnership's 2010 Action Plan and recommended in their Retail Activation Strategy that was adopted earlier this year.

On March 18, 2010, the Sacramento Convention and Visitors Bureau also voted in support of the reintroduction of cars to K Street.

Environmental Considerations:

California Environmental Quality Act (CEQA): The City of Sacramento prepared a Mitigated Negative Declaration (MND) for the Cars on K Street project. In accordance with the California Environmental Quality Act (CEQA), the MND was submitted to a 30-day public review period which ended on October 4, 2010. The comment period was also advertised in a newspaper of general circulation and a notice of availability (NOA) was sent to stakeholders in the project area. Four letters were received during the comment period. All comments received were considered and analyzed by City Environmental Planning Services. None of the comments received raise substantial issues as to the adequacy of the environmental document under CEQA. Rather comments received seek or provide clarification but do not change the findings and conclusions of the report or introduce new impacts or mitigation measures. Letters received and responses to the letters are included as an attachment to this staff report (Attachments 2 and 3).

The MND and Initial Study have been posted on the Community Development Department's web site at:

<http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/>.

Sustainability Considerations: The objective of reintroducing vehicular traffic

to K Street is to revitalize the area and improve circulation. The revitalization and multi-modal traffic including light rail, cars, bicycles and pedestrians on K Street is consistent with the City's sustainability goals.

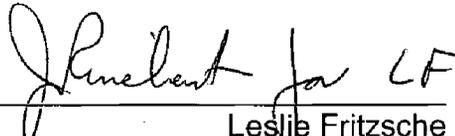
Commission/Committee Action: On October 21, 2010, staff presented the preliminary design plans to the Disability Advisory Commission (DAC). The DAC offered the following suggestions: accessible pedestrian systems should be incorporated at intersections, the condition of the detectible warning tiles should be monitored and adequate pedestrian space should remain.

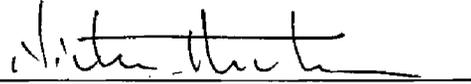
Rationale for Recommendation: The addition of cars on K Street has been cited as a catalyst to stimulate business on the K Street Corridor. Several other cities have converted their pedestrian malls to vehicular and transit ways with great success. Additionally, evaluation of the reintroduction of cars to K Street indicates there are circulation benefits to adding two-way traffic from 8th to 12th streets in a predominantly one-way traffic portion of Downtown.

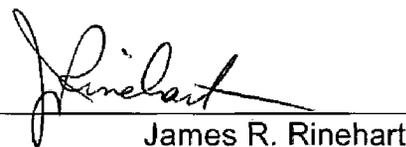
Financial Considerations: There are no general funds planned or allocated for this project.

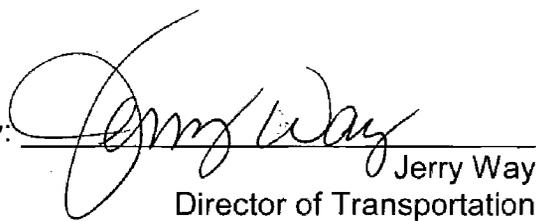
Supplemental Agreement No. 2 with DKS to provide final design is for an amount not to exceed \$238,873 and will be paid from the K Street Mall Traffic Study Capital Improvement Project Budget (T15095300).

Emerging Small Business Development (ESBD): With the addition of the proposed contract for final design services, DKS will achieve 20.9% ESBD participation.

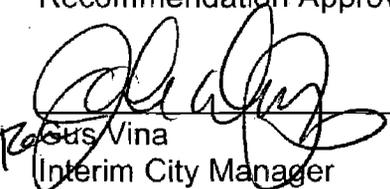
Respectfully Submitted by: 
Leslie Fritzsche
Downtown Development Manager

Respectfully Submitted by: 
Nicholas Theocharides
Engineering Services Manager

Approved by: 
James R. Rinehart
Director, Economic Development Department

Approved by: 
Jerry Way
Director of Transportation

Recommendation Approved:


Carlos Viana
Interim City Manager

APPROVED AS TO FORM:

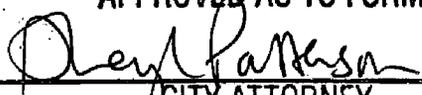

CITY ATTORNEY

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Attachment 1

Background

Past Council Actions

At the October 14, 2008 City Council meeting, Council requested a report back on reintroducing vehicular traffic to the K Street Mall. Following this request, staff from both the Economic Development Department and the Department of Transportation met to discuss the subject and reported back to City Council on March 24, 2009 that the reintroduction was feasible, but recommended seeking a consultant to conduct a more thorough evaluation. The more thorough evaluation was recommended because of the numerous complexities of K Street including the light rail tracks, station platforms, lack of curbing, street furniture and signalization.

On June 2, 2009 City Council approved a Professional Services Agreement with DKS Associates to conduct a feasibility evaluation of reintroducing vehicular traffic to K Street. The evaluation included an assessment of impacts to light rail operations, alternate mode circulation, accessibility, parking, traffic impacts to other streets, and outreach to the community and stakeholders. The Study concluded that the reintroduction of vehicular traffic is not only possible, but may actually provide operational benefits for circulation on 9th and 10th streets, and I, J and L streets, especially if all four blocks from 8th to 12th streets are re-opened. The study identified certain measures that would minimize the impact of vehicular traffic on transit and enhance pedestrian safety. These include signal improvements, signage, striping, and edge treatments to protect the pedestrian sidewalk area. As part of the study a community input process was conducted to get feedback from stakeholders and the community. At the conclusion of their work, DKS Associates provided a Technical Memorandum that stated that cars could be added to K Street and the addition of cars provided benefits to circulation.

Community Outreach

To date, community outreach efforts have included a stakeholder focus group, a stakeholder meeting, two Community Meetings, web survey, presentations to the Downtown Sacramento Partnership (DSP) Strategic Task Force, the DSP Board, and the City's Disabled Advisory Committee (DAC). Staff will continue to work with stakeholders as the project design develops. The following is a sampling of the feedback received from the community:

- If there are cars, people may feel safer walking from end to end.
- In its current state, it is a lovely example of a pedestrian plaza and the only truly safe place for pedestrians downtown where we are safe from being run over by a car.
- We need an overall plan of K Street. We should not lose sight of that vision. I don't think that traffic will solve that problem.
- 13th Street is a good example. You drive slow and it is a beautiful street.
- IMAX would not have considered K Street if 13th was not opened to traffic.

- Definitely in favor of looking at traffic on K Street. Midblock retail is not viable now.
- Do not lose sight of the wider pedestrian experience and the patio experience.

Comment Letters

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Arnold Schwarzenegger
Governor

Letter 1

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Cathleen Cox
Acting Director

October 5, 2010

Scott Johnson
City of Sacramento
300 Richards Blvd
Sacramento, CA 95811

Subject: Cars on K Street Project
SCH#: 2010092009

Dear Scott Johnson:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. The review period closed on October 4, 2010, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Letter 1 cont.

**Document Details Report
State Clearinghouse Data Base**

SCH# 2010092009
Project Title Cars on K Street Project
Lead Agency Sacramento, City of

Type Neg Negative Declaration

Description The Cars on K Street Project consists of reintroducing vehicular traffic to K Street by providing mixed-flow traffic and transit operations on the K Street Mall between 8th and 12th street. This will be accomplished by amending the Sacramento City Code to remove the "pedestrian mall" designation from k Street. The Cars on K Street project will also include improvements to traffic signals, intersection modifications, drainage improvements, striping and modifications to existing mini-high light rail ramps and associated improvements located along K Street between 8th and 12th Streets. Street intersections will be modified to meet ADA requirements, including placement of detectable warning tiles and bollards.

Lead Agency Contact

Name Scott Johnson
Agency City of Sacramento
Phone 916-808-5842 **Fax**
email
Address 300 Richards Blvd
City Sacramento **State** CA **Zip** 95811

Project Location

County Sacramento
City Sacramento
Region
Lat / Long
Cross Streets K Street between 8th and 12th Streets
Parcel No.
Township

Range **Section** **Base**

Proximity to:

Highways I-5, US-50, Hwy 99
Airports
Railways UPRR
Waterways Sacramento & American Rivers
Schools
Land Use Present use is public right-of-way consisting of a "Pedestrian mall" with Light Rail Transit.

Project Issues Archaeologic-Historic; Toxic/Hazardous; Wildlife

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 2; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 3; Air Resources Board, Transportation Projects; Regional Water Quality Control Bd., Region 5 (Sacramento); Native American Heritage Commission; Public Utilities Commission

Date Received 09/03/2010 **Start of Review** 09/03/2010 **End of Review** 10/04/2010

Note: Blanks in data fields result from insufficient information provided by lead agency.

Letter 2

STATE OF CALIFORNIA

Arnold Schwarzenegger, Governor

PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3298



October 4, 2010

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

Re: Notice of Completion-Mitigated Negative Declaration
Cars on K Street Project
SCH# 2010092009

Dear Mr. Johnson:

As the state agency responsible for rail safety within California, the California Public Utilities Commission (CPUC or Commission) recommends that development projects proposed near rail corridors be planned with the safety of these corridors in mind. New developments and improvements to existing facilities may increase vehicular traffic volumes, not only on streets and at intersections, but also at at-grade highway-rail crossings. In addition, projects may increase pedestrian movement at crossings, and elsewhere along rail corridor rights-of-way. Working with CPUC staff early in project planning will help project proponents, agency staff, and other reviewers to identify potential project impacts and appropriate mitigation measures, and thereby improve the safety of motorists, pedestrians, rail personnel, and rail passengers.

Commission approval is required to modify an existing highway rail crossing or to construct a new crossing. Completion and submittal of General Order (GO) 88-B will be required along with supporting CEQA documentation by the Commission for all proposed improvements. CPUC staff will determine if a formal application will also be required, based upon final review of the project.

Thank you for your consideration of these comments. If you have any questions on this matter, please call David Stewart, Utilities Engineer, CPUC Rail Crossings Engineering Section, at (916) 928-2515 or email at atm@cpuc.ca.gov.

Sincerely,

A handwritten signature in cursive script that reads "Moses Stites".

Moses Stites
Rail Corridor Safety Specialist
Consumer Protection and Safety Division
Rail Transit and Crossings Branch
180 Promenade Circle, Suite 115
Sacramento, CA 95834-2936



Wastewater Management

Letter 3

September 14, 2010

Scott Johnson
Associate Planner
City of Sacramento, Community Development Department
300 Richards Boulevard
Sacramento, CA 95811

**Subject: Notice of Availability/Intent to Adopt – Draft Mitigated
Negative Declaration for the Cars on K Street Project
(T15095300)**

Dear Mr. Johnson:

The Sacramento Regional County Sanitation District (SRCSD) and the Sacramento Area Sewer District (SASD) have reviewed the above document and have the following comments:

Local service for this area is provided by the City of Sacramento's local sewer collection system. Ultimate conveyance to the Sacramento Regional Wastewater Treatment Plant (SRWTP) will be provided via the SRCSD owned City Interceptor.

In November 1980, the Board of Directors approved the Operating Agreement between SRCSD and the City of Sacramento regarding the Combined Wastewater Collection System (CWCS) which includes the City Interceptor.

On Page 77 of the Proposed Draft Negative Declaration, Sewer Section, paragraph 2, it states that "Sewage is routed to the wastewater treatment plant by collections systems owned by CSD-1 and the Cities of Sacramento and Folsom." The collection systems that are owned by SASD (formerly CSD-1) and the cities of Folsom and Sacramento do not travel directly to the treatment plant itself. These systems connect to the SRCSD owned interceptors. These interceptor pipelines carry the flows from the collection systems to the Sacramento Regional Wastewater Treatment Plant (SRWTP). Please revise the document to reflect this.

If you have any questions, please contact me at (916) 876-9994.

Sincerely,

Sarena Deeble
SRCSD/SASD Policy and Planning

CC: Prabhakar Somavarapu, Michael Meyer, SRCSD Development Services, SASD Development Services

Main Office

10060 Goothe Road
Sacramento, CA 95827-3553
Telo: [916] 876-6000
Fax: [916] 876-6160

Sacramento Regional Wastewater Treatment Plant

8521 Laguna Station Road
Elk Grove, CA 95758-9550
Telo: [916] 875-9000
Fax: [916] 875-9068

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- Ruben R. Robles
Director of Operations
- Marcia Maurer
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- Claudia Goss
Director of Communications

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Letter 4

October 4, 2010

Scott Johnson
Associate Planner
City of Sacramento, Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

NAME OF DEVELOPMENT: Cars on K Street Project

CONTROL NUMBER: T15095300

TYPE OF DOCUMENT: Notice of Availability/Intent to Adopt Draft Mitigated Negative Declaration

The Cars on K Street project proposes to reintroduce vehicular traffic to K Street by providing mixed-flow traffic and transit operations on the K Street Mall. Improvements to traffic signals, intersection modifications, drainage improvements, striping and modifications to existing mini-high light rail ramps are all tasks associated with this modification to the K Street Mall. The project is located on the K Street Mall between 8th and 12th Streets.

The area has an abundant supply of transit with many bus routes and light rail service provided in the Central City. Long range plans call for additional transit service to the area.

Regional Transit (RT) staff have reviewed the proposed project and have the following comments:

- Closure of vehicle traffic on K Street will be required during use of the crossovers by light rail trains.
- Required maintenance on the K Street crossovers will require K Street to be closed to vehicle traffic to allow a safe working environment for RT crews.
- Consideration of how to deal with a disabled train on K Street needs to be evaluated, including bus bridging (buses on K Street to pick-up/drop-off passengers).
- A hazard analysis should be conducted to identify potential hazards as it relates to emergency vehicle response with imposed limited clearance of the train system.
- Regular flange way cleaning by a vacuum truck in conjunction with vehicular traffic will need to be addressed.
- Vehicle turn-outs for RT maintenance vehicles near the switches are needed.

Letter 4 cont.
Scott Johnson

- 2 -

October 4, 2010

- There should be a contingency plan in place to close K Street to vehicle traffic during K Street events so as not to impact light rail service. New Year's Eve would be an example of heavy pedestrian traffic mixed with vehicle traffic.
- Maintenance of any new traffic signals or appliance(s) may require light rail support due to 10' clearance issues from high voltage lines.

Thank you for the opportunity to comment. Please let me know if City staff would like to meet with RT staff to discuss these comments and send any subsequent documents and hearing notices that pertain to this project as they become available. If you have further questions regarding these recommendations, please contact me at (916) 556-0514 or cpair@sacrt.com.

Sincerely,



Chris Pair
Assistant Planner

- c: RoseMary Covington, AGM Planning and Transit Service Development, RT
Mike Mattos, Chief of Facilities and Bus Support Services, RT
Mark Lonergan, Chief Operating Officer
Denise Malvetti, Senior Project Manager, Economic Development Dept., City of Sacramento

**Attachment 3****Comments and Responses to the Cars on K Street Draft Mitigated Negative Declaration****Introduction**

The City of Sacramento prepared a Mitigated Negative Declaration (MND) for the Cars on K Street project. The MND was submitted to a 30-day public review period which ended on October 4, 2010. The comment period was also advertised in a newspaper of general circulation and a notice of availability (NOA) was sent to stakeholders in the project area. Four letters were received during the comment period. These letters are attached.

Letter 1: Letter from the Governor's Office of Planning and Research

This is the standard State Clearinghouse letter acknowledging receipt of the MND and acknowledging compliance with the State Clearinghouse review requirements under the California Environmental Quality Act (CEQA). No response is required.

Letter 2: Letter from the California State Public Utilities Commission (CPUC)

This letter states that the project is subject to a CPUC General Order 88-B permit. Page 7 of the MND acknowledges that the project will be required to comply with General Order 88-B. In accordance with the CPUC letter the City will be preparing General Order 88-B documentation and submitting the final MND to the CPUC.

Letter 3: Letter from the Sacramento Regional County Sanitation District (SRCSD)

The SRCSD requests a correction to the text regarding the regional collection system. The correction does not change the conclusions of the MND, but is included in this attachment to ensure accuracy of background information on the SRCSD system.

Page 77, Paragraph 2, should be changed to read as follows:

"The Sacramento Regional Wastewater Treatment Plant (SRWTP), which is located just south of the City Limits, is owned and operated by SRCSD and provides sewage treatment for the entire County. Sewage is routed to the wastewater treatment plant by collections systems owned by CSD-1 and the cities of Sacramento and Folsom. interceptor lines operated by the SRCSD."

Letter 4: Letter from Sacramento Regional Transit District (RT)

RT submitted a letter summarizing operational concerns regarding the project. The City Department of Transportation met with RT representatives regarding these concerns on October 12, 2010. At this meeting representatives from RT and the City Department of Transportation discussed the operational concerns and agreed to mutually develop standard operating procedures for routine maintenance of light rail

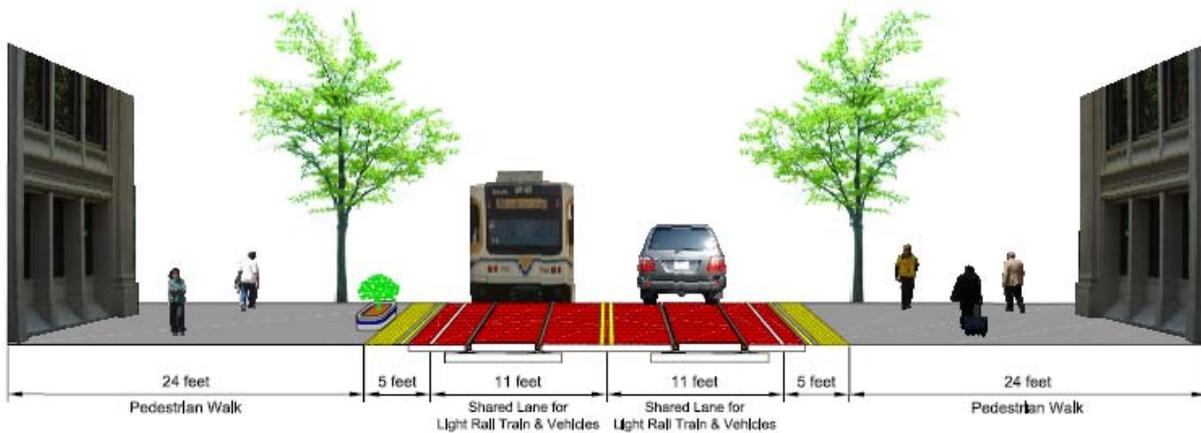
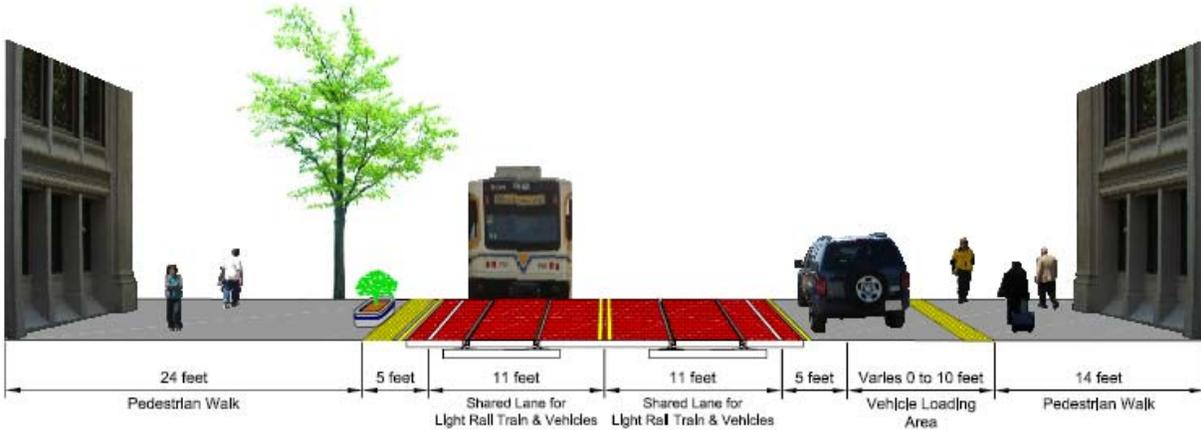
facilities and operating procedures for closure of K Street to vehicle traffic during emergency conditions such as a rail accident, the need to re-route and cross-over trains, or other circumstances. RT and the City will re-meet within the month to refine these procedures as part of the on-going technical coordination for this project. None of the operational issues or proposed procedures affect the physical environment or change the conclusions of the MND.



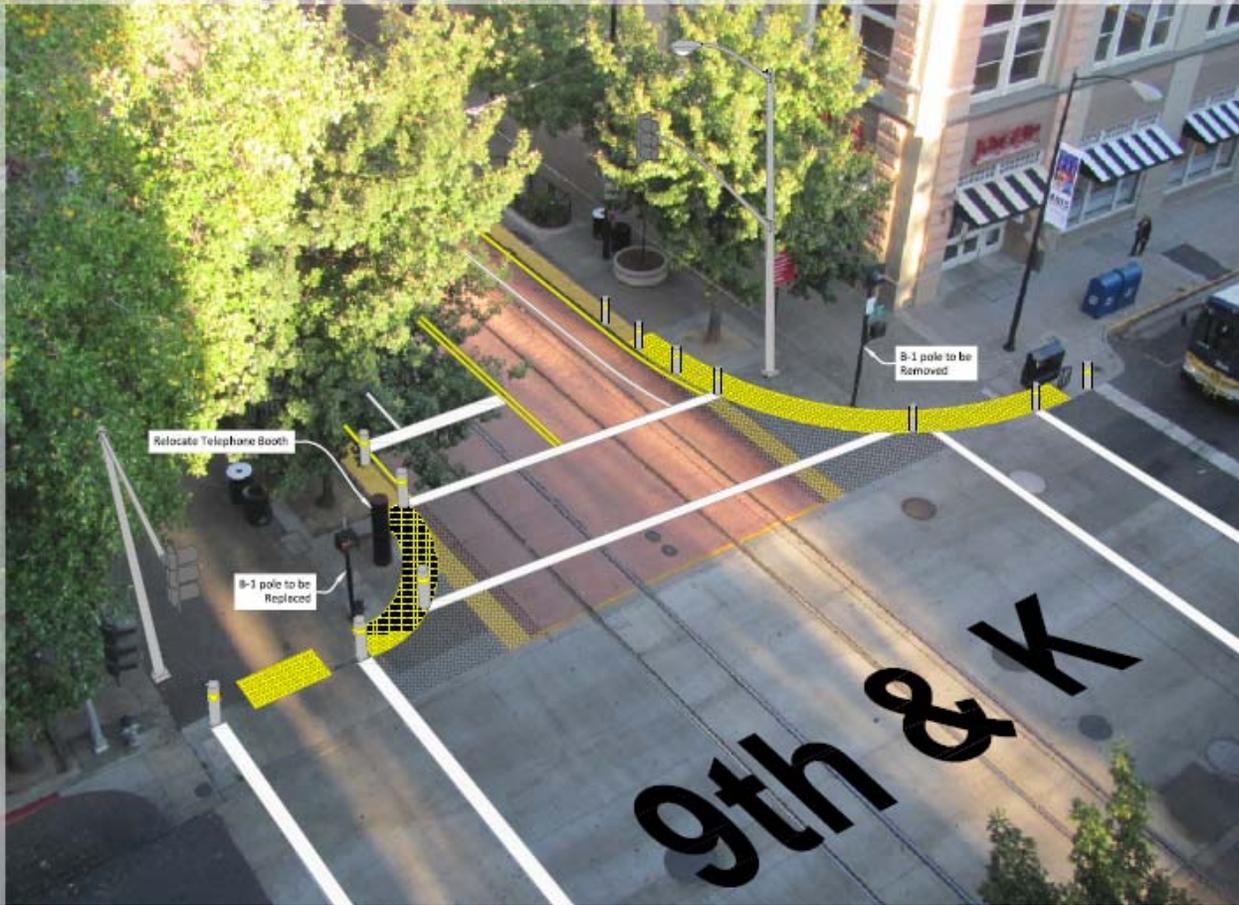
Attachment 4

Sample of Proposed Plans

Typical Block with Passenger Drop-off



Typical Block without Passenger Drop-off



Typical Intersection



Proposed 11th Street Controlled Crossing



Attachment 5

RESOLUTION NO. 2010-

Adopted by the Sacramento City Council

ADOPTING THE MITIGATED NEGATIVE DECLARATION AND THE MITIGATION REPORTING PROGRAM FOR THE CARS ON K STREET PROJECT (T15095300)

BACKGROUND

A. On November 4, 2010, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code and received and considered evidence concerning the Cars on K Street Project.

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

Section 1. The City Council finds as follows:

A. The Project initial study determined, based on substantial evidence, that the Project is an anticipated subsequent project identified and described in the 2030 General Plan Master EIR; that the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the Master EIR are adequate for the Project; and that the Project would have additional potentially significant environmental effects not previously examined in the Master EIR. Mitigation measures from the Master EIR were applied to the Project as appropriate, and revisions to the Project made before the proposed mitigated negative declaration and initial study were released for public review were determined by City's Environmental Planning Services to avoid or reduce the potentially significant effects to a less than significant level, and, therefore, there was no substantial evidence that the Project as revised and conditioned may have a significant effect on the environment. A Mitigated Negative Declaration (MND) for the Project was then completed, noticed and circulated in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines and the Sacramento Local Environmental Procedures as follows:

1. On September 3, 2010 a Notice of Intent to Adopt the MND (NOI) was circulated for public comments for 30 days. The NOI was sent to those public agencies that have jurisdiction by law with respect to the proposed project and to other interested parties and agencies, including property owners within 500 feet of the boundaries of the proposed project. The comments of such persons and agencies were sought.

2. On September 3, 2010 the NOI was published in the Sacramento Bulletin, a newspaper of general circulation, and the NOI was posted in the office of the Sacramento County Clerk.

3. Pursuant to CEQA Guidelines Section 15073.5 (c)(4), new information

regarding Sacramento Regional County Sanitation District owned sewer interceptors has been added to the mitigated negative declaration which merely clarifies, amplifies, or makes insignificant modifications to the negative declaration, and recirculation is not required.

Section 2. The City Council has reviewed and considered the information contained in the MND, including the initial study, the revisions and conditions incorporated into the Project, and the comments received during the public review process and the hearing on the Project. The City Council has determined that the MND constitutes an adequate, accurate, objective and complete review of the environmental effects of the proposed project.

Section 3. Based on its review of the 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 4. The City Council approves the Cars on K Project and adopts the MND for the Project.

Section 5. 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, including mitigation measures from the Master EIR as appropriate, be implemented by means of Project conditions, agreements, or other measures, as set forth in the Mitigation Reporting Program.

Section 6. 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 and, if the project requires a discretionary approval from any state agency, with 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 adopted pursuant thereto.

Section 7. Pursuant to Guidelines section 15091(e), the documents and other materials that constitute the record of proceedings upon which the City Council has based its decision are located in and may be obtained from, the Office of the City Clerk at 915 I Street, Sacramento, California. The City Clerk is the custodian of records for all matters before the City Council.

Attachment:

Exhibit A: Mitigation Reporting Program

Cars on K Street Project 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. For this project, mitigation reporting will be performed by the City of Sacramento Department of Transportation (DOT) in accordance with the monitoring and reporting program developed by the City to implement AB 3180.

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

Project Number: T15095300

Project Name: Cars on K Street – Re-introduction of Vehicle Traffic on K Street

Project Location: The project is located in the City and County of Sacramento along K Street between 8th and 12th Street. This section of K Street is located in the Central City of Sacramento.

Project Description:

K Street is currently designated by City Code as a “pedestrian mall.” The proposed project would re-open a section of the K Street Mall to vehicle traffic as part of an effort to reactivate retail activity. The Cars on K Street project will include improvements to traffic signals, intersection modifications, drainage improvements, striping and modifications to existing mini-high light rail ramps and associated improvements located along K Street between 8th and 12th Streets. Street intersections will be modified to meet ADA requirements, including placement of detectable warning tiles and bollards.

The project includes the following components and design elements:

- **Travel Lanes and Speeds.** K Street will have two-way traffic with one lane in each direction. Vehicles will operate mixed flow, sharing a lane with light rail trains. The desirable speed for vehicles would be at low speeds (approximately 15 to 20 mph). Regional Transit’s speed limit for trains on K Street is currently 20 mph.
- **Light Rail Trains.** Light rail trains will continue to operate on the same tracks and stop at the same stations. Implementation of signal timing and operational strategies are included in the project to minimize delays to train operations. Detailed traffic operation analysis and design recommendations for K Street may include implementation of protected phasing; signal coordination and preemption strategies; vehicle turn restrictions during peak hour periods (possibly using —blank-out□ LED signing); and other methods to reduce vehicle-train conflicts and minimize delay of light rail trains.
- **Pedestrians.** The project is designed to direct pedestrians to intersection crossing areas and to encourage and direct pedestrian movement to sidewalks for safety in conformance with urban pedestrian travel path and crossing locations. The pedestrian sidewalk area is defined as the area between the face of the buildings on K Street and the outside edge of the yellow truncated warning tiles which is typically about 24 feet along the sides of K Street. While existing uses occupy this 24 foot area, such as café seating, tree wells, bike racks, and planters, the project will generally maintain a minimum sidewalk width of 8 feet (unless conditions limit the available right-of-way for sidewalk).
- **Streetscape Enhancements.** Streetscape enhancements would be very limited with the initial

four block project between 8th and 12th Streets. Along specified segments, streetscape features (such as planters, benches or other features) will be utilized to fill in gaps between existing features that are greater than 30 feet apart.

- **Vehicle and Truck Restrictions.** This project does not propose vehicular access on K Street west of 8th Street or east of 12th Street. The project proposes to restrict heavy duty truck and delivery access to K Street through adoption/amendment of a local ordinance(s).
- **Drop-Off Areas.** The project does not include any on-street parking. Three drop-off areas are proposed to be located at the south side of the 1000 block of K Street, the south side of the 900 block, and the north side of the 800 block. A passenger drop-off area needs adequate length for easy access and egress. A desirable drop-off area would be approximately 60 feet long and provide storage for 3 vehicles. While the boundary between the sidewalk and the drop-off areas will not have a curb, the edge would be defined by streetscape features and/or bollards. Approximately 3 existing street trees located in the proposed drop-off area would need to be removed.
- **Striping.** There is currently 32 feet of available width between the yellow detectable warning tiles that run parallel to the light rail tracks. The tiles are 2 feet wide on either side of K Street, leaving a distance of 28 feet for the proposed roadway. The roadway will be striped with 12 foot travel lanes and a 2-foot area between the warning tiles and the edge stripe in each direction. This width places the striping for the outside edge of the travel lanes just inside and below the edge of the —mini-high□ platforms at the light-rail stations along K Street. Options to increase the visibility of the mini-high platforms may include construction of a curb, addition of reflective markers or other means to reduce the potential for vehicle collisions with the platform ramps.
- **Bikes.** The City currently allows bikes on K Street as a Class III bikeway, with bicycles traveling in the shared space with light rail trains between the yellow warning tiles. There would be no separate bike lane on this section of K Street. Bicycle use would continue to use K Street as a Class III facility. Bicycle use in the pedestrian area between the yellow warning tiles and buildings would continue to be prohibited.
- **Signal Equipment.** Existing traffic signal equipment will be replaced as necessary to control traffic movements at intersections. Proposed signal modifications include addition of full pedestrian controls, and development of timing plans to fit new east/west vehicle phases into existing City and RT signaling systems. Modifications required along K Street at 8th, 9th, 10th and 12th Streets involve adding vehicular signal heads for traffic on K Street. Modifications required on K Street at 11th Street include a proposed pedestrian traffic signal for crossing K Street and safety lighting installation.
- **Intersections.** The project will modify intersections and upgrade traffic signals along the K Street corridor to bring them into compliance with ADA requirements and to allow vehicular movements to and from K Street. After reintroduction of vehicular traffic to K Street, pedestrians will be directed to cross at intersections.

Policy and Ordinance Amendments Required.

The proposed project may require amendments to several local ordinances to allow cars on K Street and to prohibit truck traffic. These include the following sections of the City of Sacramento Code:

- Section 12.44.020. This section defines the areas of the City that are defined as Pedestrian Malls;
- Section 12.44.050. This section states that vehicles are prohibited from the Pedestrian Malls, and;
- Section 12.44.090. This section defines the speed limit for vehicles that are currently allowed on

- the Mall; and
- Through a local ordinance, truck access and deliveries will be prohibited on this section of K Street.

Other Actions or Permits Required

- State Public Utilities Commission (PUC) State Public Utilities Commission (PUC) General Order Permit 88B
- City of Sacramento Tree removal permit

MITIGATION REPORTING PROGRAM CHECKLIST FOR THE
CARS ON K STREET PROJECT (PN T15095300)

Mitigation Measure	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
BIOLOGICAL RESOURCES				
<p>BIOLOGY 1: PROTECTION OF STREET TREES</p> <p>1. During construction, trees to be preserved shall be protected by ensuring implementation of the following procedures during construction. All work near the trees shall be coordinated with the City Arborist, Department of Transportation, Urban Forestry Services. The Contractor shall comply with direction as given by the City Arborist and the following City requirements regarding tree protection:</p> <p>a. No Storage of materials or parking of vehicles may occur on pervious surfaces within the driplines of the trees.</p> <p>b. If, during construction grading, tree roots two inches (2") in diameter or greater are encountered, work shall stop immediately and the City Arborist shall be contacted for a root inspection, and the root shall not be cut unless the arborist approves. Roots approved by the arborist to be severed during the course of project construction shall be neatly trimmed. If a large number of roots require cutting, the tree will then have to be evaluated by the certified arborist for possible removal.</p> <p>c. If construction activities will affect any of the limbs of the trees, a certified arborist (certified by International Society of Arborists, Western Chapter) shall be consulted prior to the cutting or removal of any limb. Limbs approved by the arborist to be severed during the course of project construction shall be neatly trimmed.</p> <p>d. The Contractor shall be responsible for damages to trees. Trees damaged by the Contractor during construction activities shall be assessed by the City Arborist using the International Society of Arborists (ISA) appraisal guide. The Contractor's responsibility for damaged trees will be determined by the Arborist.</p>	<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 and Construction Contractor</p>		
CULTURAL RESOURCES				

Mitigation Measure	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
CULTURAL RESOURCES 1: PROTECTION OF HISTORIC STRUCTURES				
<p>1. Any work within 5 feet of the façade of buildings in the project area shall be subject to the following protections:</p> <ul style="list-style-type: none"> a. The existing concrete would be saw-cut six (6) inches from existing building faces. In order to break the concrete, a backhoe with a jackhammer attachment or loader would be used if the work is being done more than six (6) inches away from the buildings. The equipment would be located a safe distance from the buildings so any arms or attachments cannot reach the building. b. If the contractor needs to remove sections of concrete or sidewalk adjacent or within 6 inches of buildings, a hand-held hydraulic jackhammer would be used to break existing concrete into pieces within six (6) inches of the building faces. The broken concrete would then be removed by hand. c. Ride-on machinery would be used to compact the ground five (5) feet or more away from the building faces. A vibrator plate tamper would be used to compact the material that is within five (5) feet of the building face. d. When constructing new concrete walkways against existing buildings, the concrete walkway will be separated from an existing structure by a 0.5-inch fiber expansion joint. The new sidewalk will be poured from a concrete truck and will be finished using hand tools. The existing buildings will be protected with plastic sheeting to prevent concrete from splattering onto the existing structures. 	<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 and Contractor</p>		
<p>2. Prior to completion of 30 percent, 60 percent and final engineering and designs, and prior to any substantial excavation within the raised streets/hollow sidewalk area, including any work involving the street walls, the Department of Transportation shall confirm with the City's Preservation Director, the location of basements, and any raised streets and hollow sidewalk features to ensure that no or minimal impacts will occur to such features, and the Preservation Director shall ensure that all work will comply with the Secretary of the Interior's Standards for the Treatment of Historic Properties. The location of such features shall be confirmed through engineering surveys, historic surveys, site inspections and, if necessary, other means such as ground penetrating radar.</p>	<p>During Project Design Phases</p>	<p>City of Sacramento Department of Transportation, City Preservation Director and Contractor</p>		

Mitigation Measure	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
<p>3. Structures such as signal posts or other underground improvements shall be sited to the maximum extent possible to avoid any damage to significant raised streets, hollow sidewalk and basement features. Where such work would require a significant impact upon a portion of a raised street/hollow sidewalk area or feature, that impact would be mitigated through the restoration or reconstruction of a similarly sized segment of raised street/hollow sidewalk in another portion of the project and the Preservation Director would ensure that the restoration or reconstruction work would comply with the Secretary of Interior's Standards for the Treatment of Historic Properties.</p>	<p>Prior to and during construction – Mitigation measures shall be included in all construction documents for implementation during construction.</p>	<p>City of Sacramento Department of Transportation, City Preservation Director and Contractor</p>		
<p>CULTURAL 2: SUB-SURFACE RESOURCES</p> <p>All work shall stop if artifacts or stone, bone, or shell are uncovered during construction activities; the Contractor shall stop work within 100 feet of the find and notify the City, who will consult with a qualified archaeologist for an on-the-spot evaluation. Additional mitigation of the archaeological site will be the responsibility of the City. If bone is found and it appears to be human, the City will notify the Sacramento County Coroner (916) 874-9320 and the Native American Heritage Commission (916) 322-7791.</p>	<p>During construction – Mitigation measures shall be included in all construction documents for implementation during construction.</p>	<p>City of Sacramento Department of Transportation, City Preservation Director and Contractor</p>		

Mitigation Measure	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
HAZARDS				
<p>HAZARDS 1: WORKER AND PUBLIC SAFETY</p> <p>In the event hazardous or contaminated materials are encountered at the site for which separate handling or removal provisions have been made, the Contractor shall stop work on that item, contact the Engineer and schedule his operations to work elsewhere on the site if possible. The City will be responsible for handling and removal of hazardous material or may request that the Contractor be made available, through contract change order, to provide additional services as needed for the completion of the work. Additional services may consist of retaining subcontractors who possess a California license for hazardous substance removal and remedial actions. Hazardous or contaminated materials may only be removed and disposed from the project site in accordance with the following provisions:</p> <p>a. All work is to be completed in accordance with the following regulations and requirements: 1. Chapter 6.5, Division 20, California Health and Safety Code. 2. California Administration Code, Title 22, relating to Handling, Storage, and Treatment of Hazardous Materials.</p> <p>b. City of Sacramento Building Code and the Uniform Building Code, 1994 edition. Coordination shall be made with the County of Sacramento Environmental Management Department, Hazardous Materials Division, and the necessary applications shall be filed.</p> <p>c. All hazardous materials shall be disposed of at an approved disposal site and shall only be hauled by a current California registered hazardous waste hauler using correct manifesting procedures and vehicles displaying a current Certificate of Compliance. The Contractor shall identify by name and address the site where toxic substances shall be disposed of. No payment for removal and disposal services shall be made without a valid certificate from the approved disposal site that the material was delivered.</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, City Preservation Director and Contractor</p>		

RESOLUTION NO.

Adopted by the Sacramento City Council

APPROVING THE CARS ON K PROJECT PRELIMINARY DESIGN PLANS AND SUPPLEMENTAL AGREEMENT WITH DKS ASSOCIATES FOR THE FINAL DESIGN PHASE FOR RE-INTRODUCING VEHICULAR TRAFFIC TO THE K STREET MALL (T15095300)

BACKGROUND

- A. The City desires to enhance the economic vitality of K Street.
- B. On June 2, 2009 City Council approved a Professional Services Agreement with DKS Associates to conduct an evaluation of reintroducing vehicular traffic to K Street.
- C. The evaluation determined that it was feasible to reintroduce vehicular traffic to K Street and that there were operational benefits of returning cars to K Street from 8th to 12th streets.
- D. A Capital Improvement Project (T15095300) was previously established for the K Street Mall Traffic Study.
- E. On April 22, 2010, City Council adopted a budget of \$2,741,200 for returning vehicular traffic to K Street and approved Supplemental Agreement No. 1 with DKS Associates in an amount not to exceed \$150,459.
- F. DKS Associates and staff prepared preliminary design plans for returning vehicular traffic to K Street.

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

- Section 1. The Cars on K Project and preliminary design plans are hereby approved.
- Section 2. The Interim City Manager is authorized to execute Supplemental Agreement No. 2 to the existing DKS Associates Professional Services Agreement for Vehicular Traffic Options Study on the K Street Mall (T15095300) (Agreement 2009-0476) to provide for preparation of final design plans in an amount not to exceed \$238,873. The time for performance has been extended to October 31, 2011. The City Manager's Supplemental Agreement authority is hereby reset.