REPORT TO COUNCIL and REDEVELOPMENT AGENCY
City of Sacramento
915 I Street, Sacramento, CA 95814-2671
www.CityofSacramento.org

13Atta

Consent
June 14, 2011

Honorable Mayor and Members of the City Council
Honorable Chair and Members of the Redevelopment Agency

Title: 14th Avenue Extension Project

Location/Council District: 14th Avenue between Power Inn Road and Florin Perkins Road; Army Depot Redevelopment Project Area; District 6.

Recommendation: Adopt: 1) a **City Council Resolution** a) amending the 14th Avenue Master Plan Capital Improvement Project (T15098600) for additional scope items, including but not limited to, final design, federal environmental clearance and construction work; b) amending the 2010/11 Capital Improvement Program by appropriating $3,500,000 in Army Depot Tax Increment, Tax Exempt and Taxable Bond funds to the 14th Avenue Extension Project (T15098600); c) amending the 2010/11 Capital Improvement Program by transferring $200,000 from the Major Street Improvements Program (T15098000) to the 14th Avenue Extension Project (T15098600); d) resetting the Interim City Manager's administrative authority for the Major Street Improvement Project (T15098000); e) authorizing the Interim City Manager, or his designee, to amend the Individual Project Agreement with the Redevelopment Agency to accept $3,500,000 in Army Depot Tax Increment, Tax Exempt and Taxable Bond funds, and carry out the Project; f) approving the preliminary design; and g) making related findings; 2) a **City Council Resolution** adopting the Mitigated Negative Declaration and the Mitigated Monitoring Program for the 14th Avenue Project; and 3) a **Redevelopment Agency Resolution** a) amending the 2011 Sacramento Housing and Redevelopment Agency budget to defund $88,099 from Army Depot Tax Exempt Elder Creek Road Feasibility Project funds, $1,381,854 from Army Depot Development Assistance Taxable Bond funds and $2,030,047 from Army Depot Development Assistance Tax Increment funds and appropriate $3,500,000 to the 14th Avenue Extension Project; b) authorizing the Executive Director, or her designee, to amend the Individual Project Agreement for additional scope items and funding in the amount not to exceed $3,500,000 with the City of Sacramento to carry out the Project; and c) making related findings.

Contact: Chris Pahule, Assistant Director, 440-1350, Celia Yniguez, Redevelopment Manager, 449-6255; Ryan Moore, Supervising Engineer, 808-8279

Presenters: None

June 14, 2011

14th Avenue Extension Project

Department: Sacramento Housing and Redevelopment Agency; Department of Transportation

Description/Analysis

Issue: 14th Avenue is a major east-west collector/arterial with an incomplete one mile segment between Power Inn Road and Florin Perkins Road (see Attachment 1 – Map). The eastern half is a substandard two lane roadway and the other is an open field. The partially developed segment provides access to large vacant parcels, several vacant commercial buildings, and dilapidated residential homes. The street lacks basic curb, gutter, sidewalk and bike lanes, and the pavement is in need of major repair. The area also suffers from extensive illegal dumping. The combination of illegal dumping and inadequate infrastructure results in physical and economic blight, and an incomplete roadway network which impacts adjacent businesses and property and business owners in the surrounding area. The area has limited development due to the significant infrastructure costs, and commercial rent rates are significantly lower than the areas surrounding Power Inn Road/Folsom Boulevard and Power Inn Road/Fruitridge Road. Many properties in the area are poorly maintained, and the lack of access results in higher traffic volumes on other streets; both of which negatively impact industrial, retail and commercial businesses in the area (see Attachment 2 – Background).

In 2009, the Agency provided funds to the Department of Transportation to analyze the feasibility and costs to widen and extend 14th Avenue between Power Inn Road and Florin Perkins Road. This study was complete in December 2010 and determined a City Standard two lane or four lane road is feasible with an estimated cost of $7 million to $9.2 million. Currently, the City and Agency do not have resources to complete the project. In order to be competitive for other funding sources, the next steps are to complete the design, federal environmental review, right of way acquisition and fund partial construction. The funding amount for construction would serve as the required local match. Therefore, an allocation of $3,500,000 in Army Depot Tax Increment, Tax Exempt and Taxable Bond funds and $200,000 in local transportation funds is recommended for this project.

Policy Considerations: The proposed project is consistent with the goals in the Army Depot Redevelopment Plan to: 1) eliminate and prevent the spread of blight and deterioration in accordance with the General Plan, applicable Plans and local codes and ordinances; 2) eliminate or ameliorate public improvements, facilities and utility deficiencies; preplan, redesign and develop underdeveloped or poorly developed areas that are underutilized; and 3) promote private investment and strengthen the area's economic base. It is in the 2009-2014 Army Depot Implementation Plan's Redevelopment Program and is consistent with the City of Sacramento's 2030 General Plan Section 2 – Mobility Element, Goal M.1 Barrier Removal (page 2-165) and Goal M 4.2 Complete Streets, Figure M3A (page 2-193), the Southeast Area Transportation Study Report

(SEAT Study) approved in 1999, and is ranked 12th in the 2010 Transportation Programming Guide; and this action requested herein is consistent with the Sacramento City Code Title 3 and with the City of Sacramento Strategic Plan goals of improving and expanding public safety and enhancing livability.

Environmental Considerations:

California Environmental Quality Act (CEQA): City Findings - In accordance with the State Guidelines for implementation of the California Environmental Quality Act (CEQA), the City's Environmental Planning Services Department has reviewed the proposed Project and determined that with mitigation measures from the Master EIR for the 2030 General Plan, the project will not have a significant adverse impact on the environment. A Mitigated Negative Declaration (MND) was prepared. and made available for a 30-day public review period from April 26, 2011, through May 25, 2011, in accordance with applicable CEQA Guidelines. One comment letter was received in response to the Notice of Intent to adopt the Mitigated Negative Declaration. The comment letter and City response are included as an attachment to the MND. The Mitigated Negative Declaration reflects the City's independent judgment and analysis.

Redevelopment Agency Findings - As required by State CEQA Guidelines Section 15096(f), the Redevelopment Agency has considered the environmental effects of the proposed project as shown in the MND prepared and adopted by the City. Because there is neither any new information of substantial importance nor any substantial changes with respect to the circumstances under which the project will be undertaken that would require preparation of supplemental environmental documentation, the recommended actions do not require further environmental review per State CEQA Guidelines Sections 15162 or 15163.

Sustainability Considerations: The activities included in this report have been reviewed for consistency with the goals, policies, and targets of the Sustainability Master Plan and the 2030 General Plan. If approved, the contents of this report will advance the following goals, policies, and targets: street and infrastructure improvements aligns with goal number five – Public Health and Nutrition, item 3 – Create Healthy Urban Environments through Restorative Redevelopment.

Other: There is no federal funding associated with this action; therefore, the National Environmental Policy Act (NEPA) does not apply. NEPA clearance required for use of federal transportation funds will be completed prior to any choice limiting actions.

Committee/Commission Action: At its meeting of April 28, 2011, the Army Depot Redevelopment Advisory Committee reviewed the staff recommendation for this item. They approved a motion to recommend allocation of all available Army Depot Redevelopment Project Area funds. The vote was as follows:

AYES: Barney, Coburn, O'Brien, Narayan, Pinkston, Portillo, Stein, Higgins, Gilliam

NOES: None

ABSENT: Mayberry

At its meeting on May 18, 2011, the Sacramento Housing and Redevelopment Commission considered the staff recommendation for this item. The votes were as follows:

AYES: Burruss, Chan, Fowler, Gore, Johnson, Morgan, Morton, Rosa, Shah, Stivers

NOES: none

ABSENT: Alcalay

Rationale for Recommendation: The proposed 14th Avenue Extension Project (Project) will widen and improve the existing substandard road to four lanes and extend it through City right-of-way to Florin Perkins Road. The estimated project costs range from $7 million to $9.2 million which includes design, additional right-of-way acquisition to construct a two or four lane road, a landscaped center median, bike lanes, vertical curb, gutter, sidewalk, landscaped planters, street lighting, and drainage improvements. Final design documents and NEPA environmental review will take approximately 16 months. This will prepare the project to be competitive for state and federal funding opportunities in 2012 and 2013. The community has expressed strong support for the proposed Project. Completion of the proposed Project will eliminate inadequate public infrastructure, relieve traffic congestion in the area, specifically, the heavily used Power Inn Road/Fruitridge Road area, and increase mobility for vehicles, bicyclists, and pedestrians through the industrial/commercial land and neighborhoods. It will facilitate private investment to address depreciated and stagnant property values, high business vacancies, and low lease rates. It will also assist in the creation of a transportation system which better links the City and encourages redevelopment and economic development.

June 14th, 2011

14th Avenue Extension Project

Financial Considerations: This report recommends defunding and reallocating $88,099 from Army Depot Tax Exempt Elder Creek Road Feasibility Project funds, $1,381,854 from Army Depot Development Assistance Taxable Bond funds and $2,030,047 from Army Depot Development Assistance Tax Increment funds for a total of $3,500,000, and transferring $200,000 in local transportation funds. There are insufficient City of Sacramento funds readily available to complete the proposed Project.

M/WBE Considerations: The activities recommended in this staff report do not involve federal funding; therefore, there are no M/WBE requirements.

Emerging and Small Business Development (ESBD): There are no goods or services procured by the City with this action. If any are required, it will be made in accordance with the ESBD program requirements. Small Business Enterprise program requirements will be applied to the extent required by Agency policy.

Respectfully Submitted by: _____
LA SHELLE DOZIER
Executive Director

Recommendation Approved:

_____
for WILLIAM H. EDGAR
Interim City Manager

Approved as to form:
_____
Agency Counsel

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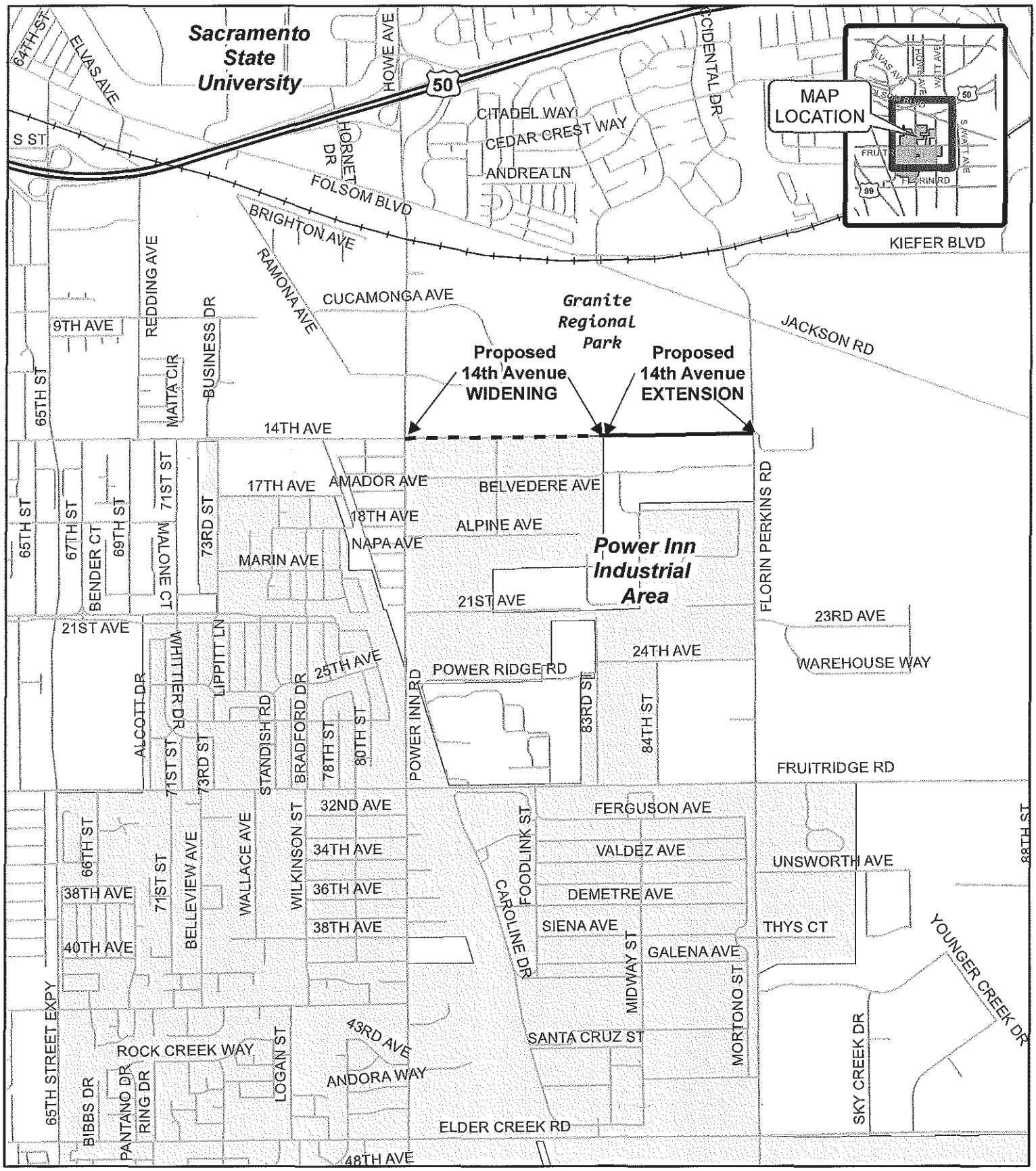
APPROVED AS TO FORM:
_____
CITY ATTORNEY

Attachment 1

SHRA

14th Avenue Extension Project
Army Depot Redevelopment Area



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Background

Existing Conditions

14th Avenue is a major east-west collector/arterial roadway that has two to four travel lanes west of Power Inn Road to Martin Luther King Jr. Boulevard and two travel lanes east of Power Inn Road, which ends at a field approximately one half mile east of Power Inn Road. City right-of-way extends east for one half mile from the end of the roadway to Florin Perkins Road. The substandard two lane segment is mainly used by commercial and heavy industrial vehicles and lacks basic curb, gutter, sidewalk, and bike lanes. The pavement requires major repairs and the roadway drains into roadside ditches. The intersection at 14th Avenue and Power Inn Road is signalized and has a Pacific Gas & Electric substation at the northeast corner. There are power poles on both sides of the street but no streetlights. The surrounding area is a mixture of business parks, industrial facilities, vacant lots, single family residential homes, and park land. Granite Regional Park is on the north side which slopes down at a steep angle and is not accessible from 14th Avenue.

Several large buildings near 14th Avenue are vacant or have high vacancy. This includes the Graphic Center at 3925 Power Inn Road and the commercial office building at 8425 Belvedere Avenue. A large warehouse at 8301 Belvedere Avenue has been empty for a few years. Jackson Properties, which owns several commercial buildings in the immediate and surrounding area, reports that these properties are difficult to sell or lease due to the lack of access and connectivity. Many businesses perceive that 14th Avenue has higher rates of illegal dumping, crime, and poor property maintenance. Based on Jackson Properties' rates, their commercial lease rates are approximately 61% lower in this area than similar properties along Fruitridge Road and Folsom Boulevard. The area has limited food services to support the employment base and a local restaurant located at 8166 14th Avenue, Suite A has changed ownership multiple times in the last few years from lack of regular visibility. Also, a few dilapidated houses on 14th Avenue and 82nd Street have several inoperable vehicles and an extensive amount of debris creating a blighting influence.

The street dead ends and lacks regular traffic, and it is a magnet for illegal dumping, especially into the open ditches. The Power Inn Alliance (PIA), a Property and Business Improvement District, employs clean-up crews that annually remove nearly two tons of illegally dumped debris and hazardous waste from the 14th Avenue/82nd Street area and at the dead end. They also discovered evidence of homeless encampments in the vicinity. The Sacramento Police Department occasionally finds abandoned and stolen cars at the end of 14th and in the immediate area.

The PIA and its members fully support the proposed Project as they consider transportation to be a critical part of their program for transforming the area into a premiere industrial district in the City of Sacramento.

Feasibility Study

In 2008, the Agency commissioned the 14th Avenue Feasibility Study (Study) to analyze the potential of the road extension and widening, determine ultimate roadway cross section, identify potential interim projects for construction phasing, and assess the traffic impacts of each alternative, and preliminary cost estimates. The Study was completed in 2010.

The following three design alternatives were developed and analyzed:

Alternative 1 – Full Roadway Improvements (Standard City Cross Section)

- The ultimate improvements built in accordance with City standards and consistent with the City of Sacramento 2030 General Plan. Typical cross section includes two travel lanes in each direction, a landscaped center median, bike lanes, vertical curb and gutter, landscaped planters, and sidewalk.
- Estimated Right of Way to acquire: 120,000 SF
- Estimated Total Project Cost: $9,219,000

Alternative 2 – Interim Roadway Improvements (4 Lanes)

- Typical cross section includes two travel lanes and a bike lane in each direction and frontage improvements on the south side of 14th Avenue, including vertical curb and gutter, a landscaped planter, and sidewalk, to be built in the ultimate location.
- Estimated Right of Way to acquire: 55,000 SF
- Estimated Total Project Cost: $7,687,000

Alternative 3 – Interim Roadway Improvements (2 Lanes)

- Typical cross section includes one travel lane and a bike lane in each direction and frontage improvements on the south side of 14th Avenue, including vertical curb and gutter, a landscaped planter, and sidewalk, to be built in the ultimate location.
- Estimated Right of Way to acquire: 54,000 SF
- Estimated Total Project Cost: $7,070,000

In January 2011, representatives from the Agency and Department of Transportation (DOT) held two community meetings, one at the Power Inn Alliance and one at an Army Depot Redevelopment Advisory Committee meeting, to review and comment on the three alternatives. The Study was well-received and there was a consensus to proceed with preparing design documents and completing California Environmental Quality Act (CEQA)

clearance for DOTs recommended Alternative. DOT believes that implementation of Alternative 1 (full roadway improvements) is feasible in a reasonable time frame due to the available redevelopment funds which will be used to complete final design/construction documents, National Environmental Policy Act (NEPA) clearance and fund a portion of construction. This will prepare the project to be competitive for state and federal grant funding opportunities.

Adoption of the Mitigated Negative Declaration is required in order to comply with the California Environmental Quality Act and will allow staff to move forward with completion of the design.

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RESOLUTION NO. 2011 -

Adopted by the Sacramento City Council

on date of

APPROVAL OF 14TH AVENUE EXTENSION PROJECT (T15098600) INDIVIDUAL PROJECT AGREEMENT AMENDMENT AND AMENDMENT OF THE CAPITAL IMPROVEMENT PROGRAM TO AMEND THE SCOPE OF THE 14th AVENUE PROJECT AND APPROPRIATE ADDITIONAL FUNDING

BACKGROUND

A. The Army Depot Redevelopment Project Area (Project Area) is located in the City of Sacramento.

B. The 14th Avenue Extension Project (Project) is consistent with the 2030 General Plan, is a component of the Southeast Area Transportation Study Report (SEAT Study) approved in 1999 and is ranked 12th in the 2010 Transportation Programming Guide.

C. Council has determined that insufficient funding sources are available to complete this Project.

D. In accordance with the State Guidelines for implementation of the California Environmental Quality Act (CEQA) of 1970, the City's Environmental Planning Services Department prepared a Mitigated Negative Declaration (MND) for the Project, which was adopted by a separate resolution. There is no federal funding associated with this action; therefore, the National Environmental Policy Act (NEPA) does not apply.

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

Section 1. All evidence presented having been duly considered, the findings, as stated above, are approved.

Section 2. The FY 2010/11 Capital Improvement Program is amended by appropriating $3,500,000 from Army Depot Redevelopment Project Area Tax Increment, Tax Exempt and Taxable Bond funds to the 14th Avenue Extension Project (T15098600).

Section 3. The FY 2011/12 Capital Improvement Program is amended by transferring $200,000 from the Major Street Improvement Project (T15098000) (Fund 2007) to the 14th Avenue Extension Project (T15098600).

Section 4 The City Manager's administrative authority for the Major Street Improvements Program (T15098000) is reset.

Section 5. The 14th Avenue Master Plan Capital Improvement Project (T15098600) scope is amended to add additional scope of work, including but not limited to, final design, environmental clearance, right-of-way acquisition and construction work.

Section 6. The City Manager or his designee is authorized to execute an amended Individual Project Agreement for additional scope items to implement the 14th Avenue Extension Project (T15098600) with the Redevelopment Agency of the City of Sacramento to accept Army Depot Redevelopment Project Area Tax Increment, Tax Exempt and Taxable Bond funds in the amount of $3,500,000.

Section 7. The preliminary design plan for the Project is approved.

Section 8. In accordance with California Redevelopment Law Section 33445, the City Council further finds and determines that:

(a) The 14th Avenue Extension Project will benefit the Army Depot Redevelopment Project Area by alleviating congestion, improving public safety, removing costly impediments to development and upgrading infrastructure to contemporary standards to stimulate private development.

(b) No other reasonable means of financing the Project is available to the community.

(c) The Project is consistent with the Army Depot Project Area Implementation Plan (2009-2014) to create a transportation system which better links the City and encourages private investment and will eliminate physical and economic blighting conditions that include inadequate and undersized infrastructure, and addresses depreciated and stagnant property values, high business vacancies and low lease rates inside and outside of the Project Area.

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RESOLUTION NO. 2011-

Adopted by the Sacramento City Council

On date of

ADOPTING THE MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING PROGRAM FOR THE 14TH AVENUE EXTENSION PROJECT

BACKGROUND

A. On June 14, 2011 the City Council considered evidence concerning the 14th Avenue Extension Project and the proposed adoption of a Mitigated Negative Declaration for the 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 not 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 to avoid or reduce the potentially significant effects to a less than significant level and the proposed mitigated negative declaration and initial study were released for public review. The City's Environmental Planning Services Department concluded that there was no substantial evidence that the Project as 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:

(b) On April 26, 2011 a Notice of Intent to Adopt the MND (NOI) was circulated for public comment 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.

(c) On April 26, 2011, 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.

Section 2. Findings

(a) The City Council has reviewed and considered the information contained in the MND, including the initial study, the mitigation measures incorporated into the Project, and the comments received during the public review process and the public meeting 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 adopts the MND for the Project which is attached as Exhibit A.

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 Monitoring Program which is attached as Exhibit B 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 Monitoring Program.

Section 6. Upon approval of the Project, the City's Environmental Planning Services staff 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.

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Exhibit A: Mitigated Negative Declaration and comment letter
Exhibit B: Mitigation Monitoring Program

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Exhibit A

COMMUNITY DEVELOPMENT
DEPARTMENT

ENVIRONMENTAL PLANNING
SERVICES
916-808-5538

PROPOSED MITIGATED NEGATIVE DECLARATION
14TH AVENUE EXTENSION 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 **14th Avenue Extension Project** is located on 14th Avenue, between Power Inn Road and Florin Perkins Road.

The project would improve 2,800 linear feet of 14th Avenue between Power Inn Road and the current end of the road, just east of 82nd Street, and extend the road 2,250 linear feet from the current end to Florin Perkins Road.

Both the improvement of the existing portion of the road and the extension were identified in the 2030 General Plan. The project is listed in Table 6.12-6 (Page 6.12-59) of the Master EIR for the General Plan, which shows the roadways evaluated in the General Plan for new roads and widening. Figure M2A of the General Plan Mobility Element shows the classification of the road (arterial) while Figure M3A shows the number of lanes (four).

Mitigation was included to protect biological and cultural resources and to mitigate for potentially significant changes in traffic and circulation.

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. This 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 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. The counter is closed the first Friday of each month.

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

By: _____

Date: May 26, 2011

Initial Study

14th Avenue Extension Project

Anticipated Subsequent Project Under the 2030 General Plan Master EIR

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

The City of Sacramento, Community Development Department, reviewed the proposed project and, on the basis of the whole record before it, determined that the proposed project is an anticipated subsequent project identified and described in the 2030 General Plan Master EIR (SCH 2007072024) 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 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 (d)) to 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 applicable to the proposed project 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, and on the City's web site at:

www.cityofsacramento.org/dsd/planning/environmental-review/eirs/

1. Air Quality *Impacts to air quality may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan Master EIR:*	**Effect will be studied in an EIR**	**Effect can be mitigated to less than significant**	**No additional significant environmental effect**
A. Result in construction emissions of NO_x above 85 pounds per day			X
B. Result in operational emissions of NO_x or ROG above 65 pounds per day			X
C. Violate any air quality standard or contribute substantially to an existing or projected air quality violation			X
D. If project emissions of NOx and ROG are below the emission thresholds, it is assumed that the emissions of PM_{10} are below the threshold as well.			X
E. Result in CO concentrations that exceed the 1-hour State ambient air quality standard (i.e., 20.0 ppm) or the 8-hour State ambient standard (i.e., 9.0 ppm)			X
F. Result in exposure of sensitive receptors to substantial pollutant concentrations			X
G. Result in TAC emissions that could adversely affect sensitive receptors			X

This section is tiered from the Master EIR for the City's General Plan, in particular Chapter 6.1, Air Quality.

All city wide air quality impacts and mitigation measures identified for the entire General Plan Policy Area apply to the Fruitridge Broadway Community Plan Area and, therefore, this area would not generate additional impacts to air quality than the area covered by the General Plan (Page 6.1-23 of the Master EIR).

Mitigation Measures from the 2030 General Plan Master EIR that Apply to the Project

No mitigation measures related to the protection of air quality were adopted as a part of the Master EIR.

Answers to Checklist Questions

A. Nitrous oxides (NOx) are emitted by diesel-fueled equipment as a part of the fuel-combustion process. The estimated emissions of NOx due to the construction of the proposed project was determined using the model recommended by the Sacramento Metropolitan Air Quality Management District (SMAQMD) for road construction projects (see Appendix A).

As shown in Table 1, the anticipated emissions of NOx generated by the project during construction of the

roadway are well below the threshold of significance; therefore, mitigation of NOx emissions is not required. However, the SMAQMD has adopted Rules that are applicable to various activities, including construction. All contractors must comply with these rules during all phases of construction of the roadway.

For these reasons, the proposed project would not result in an additional significant environmental effect that was not addressed or considered in the Master EIR. The impact is ***less than significant.***

Table 1

Anticipated Construction Emissions (lbs/day)

	ROG	NOx	PM_{10} ($PM_{2.5}$)
Construction	5.7	44.7	28.71 (7.7)
Significance Threshold	--	85	85
Exceed Threshold?	--	No	No

Source: *Road Construction Emissions Model, Version 6.3.2*, run April 18, 2011 (See Appendix A).

B. When combined in the atmosphere, reactive organic gases (ROG) and NOx emissions are considered the primary ozone precursor emissions. These pollutants would be generated during project operation from the motor vehicle traffic resulting from the project. Because this proposed project was identified in the General Plan as a subsequent project, the analyses in the Master EIR for the General Plan assumed the ROG and NOx emissions that would be generated by vehicles on the road.

For this reason, the proposed project would not result in an additional significant environmental effect that was not addressed or considered in the Master EIR. The impact is ***less than significant.***

C. The Sacramento Valley is considered as a non-attainment area for ozone and PM10. The analysis specifically addressed the emissions of ROG, NOx, and particulate matter (PM) resulting from the proposed project and determined that the project would not result in substantial emissions of these pollutants of concern for the Air District (see Appendix A). Sacramento County is considered in attainment for the other pollutants of concern. The proposed project is subject to District rules and regulations in effect at the time of construction.

The project is a subsequent project and does not include uses that would generate or result in substantial emissions of other pollutants of concern.

For these reasons, the project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation not considered in the Master EIR. The impact would be ***less than significant.***

D. PM is generated during construction primarily during grading activities, which involve clearing and leveling the site using heavy equipment. Demolition also results in the generation of PM. PM emissions also occur during a lesser extent during other phases of construction. As determined in B, above, the anticipated emissions of ROG, during operation of the proposed project, and NOx, during construction and operation of the project, are below the thresholds of significance. Therefore, it is assumed that the emissions of PM are also below the threshold.

Because the proposed project would not exceed the threshold, project-specific mitigation is not required. However, the SMAQMD has adopted Rules for the reduction of PM that are applicable to various activities, including construction. All contractors must comply with these rules during demolition and construction.

For this reason, the proposed project would not result in an additional significant environmental effect that was not addressed or considered in the Master EIR. The impact would be ***less than significant.***

E. Motor vehicles are the primary source of carbon monoxide (CO) emissions, with the highest ambient concentrations near congested intersections. Development of the proposed project would add traffic to, and change traffic flows, on the City's road network. Increasing traffic volumes and lowering levels of service at busy intersections would tend to increase CO levels. However, the results of the traffic analysis for the proposed project determined that the proposed project would not substantially increase the amount of traffic on the local roads and would not result in significant reductions in levels of service at intersections.

Furthermore, existing CO levels in Sacramento are relatively low (see Table 6.1-1, Page 6.1-4 of the Master EIR) and the CO emission rates from vehicles are expected to decline substantially from the present average values.[1]

For these reasons, the proposed project is not anticipated to result in CO concentrations that exceed the State standards. The proposed project would not result in an additional significant environmental effect that was not addressed or considered in the Master EIR. The impact would be ***less than significant.***

F., G. Diesel particulate matter is considered a toxic air contaminant (TAC) by the SMAQMD. The project site is not located within 500 feet of a roadway with an average traffic volume of 100,000 vehicles per day.

According to the traffic study prepared for the proposed project, approximately 15,300 average daily trips would occur on the segment of 14th Avenue between Power Inn Road and 82nd Street.[2] The segment east of 82nd Street to Florin Perkins Road is anticipated to generate approximately 5,600 average daily trips.[3] Neither of these segments is close to the 100,000 average traffic volume that is considered to generate TAC in amounts that could be harmful to human health.

For this reason, the proposed project would not result in an additional significant environmental effect that was not addressed or considered in the Master EIR. The impact would be ***less than significant.***

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts and Growth Inducing Impacts

Implementation of the General Plan was determined to result in significant and unavoidable impacts due to significant emissions of NOx during construction activities, operational emissions of NOx and ROG (ozone precursors) during implementation of the Plan, and emissions of particulate matter during construction activities. The City Council adopted a Statement of Overriding Considerations for these impacts. Implementation of the General Plan was determined to have a less than significant impact due to conflicts or obstructions of implementation of regional air quality plans, emissions of CO, and emissions of TAC. Similarly the cumulative effects of development in accordance with the General Plan were determined to result in significant and unavoidable impacts due to the emissions of NOx, ROG, and particulate matter,

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[1] City of Sacramento, *Sacramento 2030 General Plan Master Environmental Impact Report* (2009), Page 6.1-17.
[2] City of Sacramento, *Traffic Impact Study, 14th Avenue Extension, Sacramento, California*, November 2010, Table 5, Page 14.
[3] City of Sacramento, *Traffic Impact Study, 14th Avenue Extension, Sacramento, California*, November 2010, Table 5, Page 14.

which also were overridden by the City Council. The emissions of CO and TAC were determined to be less than significant at the cumulative level.

The proposed project is identified as a subsequent project that identified in the General Plan and the Master EIR for the General Plan. The project does not propose construction methods or operations that would result in a greater level of air emissions than previously analyzed; and therefore, would not result in an individually minor, but collectively significant project impacts.

The protection of air quality during construction and implementation of the project would not result in growth inducing impacts.

Finding

The project would have no additional substantial project-specific environmental effects relating to air quality. No further analysis is necessary.

Greenhouse Gas Emissions Discussion

As part of its action in approving the 2030 General Plan, the City Council certified the Master Environmental Impact Report (Master EIR) that evaluated the environmental effects of development that is reasonably anticipated under the new general plan. The Master EIR includes extensive discussion of the potential effects of greenhouse gas emissions. The Master EIR discussions regarding climate change are incorporated here by reference. See:

- Draft EIR: 6.1 Air Quality (Page 6.1-1)
- Final EIR: City Climate Change Master Response (Page 4-1)
- Errata No. 2: Climate Change (Page 12)

These documents are available at: www.cityofsacramento.org/dsd/planning/environmental-review/eirs/ and at the offices of the Community Development Department at 300 Richards Boulevard, Third Floor, Sacramento, California.

The proposed project is consistent with the General Plan designation for the project site (CBD); therefore, the greenhouse gas emission discussion in the General Plan Master EIR addressed the potential emissions from the proposed project site. Because the amount of emitted CO_2 can be calculated for a specific project on the site, the project's greenhouse gases (GHG) emissions (construction and operational) are discussed below.

<u>Short-term Construction Emissions</u>

During construction of the project GHG emissions would be emitted from the operation of construction equipment and from worker and building supply vendor vehicles. The total CO_2 emissions generated by the construction of the project would be approximately 493.9 metric tons per year for construction of the project. These emissions would equate to approximately 0.0010 percent of the estimated GHG emissions for all sources in California (483 million metric tons).[4]

[4] See Appendix A for the modeling results for CO_2.

Long-term Operational Emissions

As previously noted, the proposed project was identified in the General Plan for the City. Therefore, the long term operational emissions associated with the use of the road were considered during the preparation of the Master EIR.

Ongoing Activities for the Reduction of GHG Emissions in the City

The 2030 General Plan included direction to staff to prepare a Climate Action Plan for the City. Staff has continued work on this plan since adoption of the 2030 General Plan. The Climate Action Plan will provide additional guidance for the City's ongoing efforts to reduce GHG emissions. The tentative completion date for the Climate Action Plan is December 2011. This Plan's purpose is to reduce the City's operational emissions.

Action continues at the State and federal level to combat climate change. In December 2009 the Environmental Protection Agency listed greenhouse gases as harmful emissions under the Clean Air Act. The EPA action could eventually result in regulations that would have as their purpose the reduction of such emissions.

The Master EIR concluded that GHG emissions that could be emitted by development that is consistent with the 2030 General Plan would be cumulatively considerable and unavoidable (Errata No. 2, Page 12). The Master EIR includes a full analysis of GHG emissions and climate change, and adequately addresses these issues.

The project is consistent with the City's goals as set forth in the 2030 General Plan and Master EIR relating to reduction of GHG emissions. The project would not impede the City's efforts to comply with AB 32 requirements. The project would not have any significant additional environmental effects relating to GHG emissions or climate change.

2. Biological Resources *Impacts to biological resources may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan Master EIR*	**Effect will be studied in an EIR**	**Effect can be mitigated to less than significant**	**No additional significant environmental effect**
A. Create a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected		X	
B. Result in substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal		X	
C. Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands)			X

This section is tiered from the Master EIR for the City's General Plan, particularly from Chapter 6.3, Biological Resources.

All city wide impacts and mitigation measures for biological resources identified for the entire General Plan Policy Area apply to the Fruitridge Broadway Community Plan Area and, therefore, this area would not generate additional impacts to biological resources than the area covered by the General Plan (Page 6.3-54 of the Master EIR).

A biological resource analysis was conducted for the proposed project in March 2011[5]. The information in this section is based on information from that analysis.

The existing roadway drains into vegetated and disjointed drainage ditches. Common landscaping shrubs and trees lie adjacent.

The field lying between the end of the existing paving and Florin Perkins Road is predominately non-native grass species. The field appears to be regularly disked and/or mowed. One large tree, with a circumference of approximately 105 inches, lies within the proposed road alignment near Florin Perkins Road and would require removal as part of the project.

Two seasonal pools are located within the project site.

[5] Ascent Environmental, *Results of a Biological Resource Analysis for the 14th Avenue Road Extension Project*, City of Sacramento, March 28, 2011.

Mitigation Measures from the 2030 General Plan Master EIR that Apply to the Project

No mitigation measures related to the protection of biological resources were adopted as a part of the Master EIR.

Answers to Checklist Questions

A., B. The project involves the improvement of an existing roadway and the construction of a new road.

The two seasonal pools on the project site could support listed vernal pool branchiopods. Vernal pool fairy shrimp and vernal pool tadpole shrimp are known to occur within one mile of the project site. The seasonal pools, although degraded due to adjacent land uses and dominance by nonnative vegetation, appear to have sufficient hydrology and other habitat requirements to support these species. Impacts to listed vernal pool branchiopods would be a potentially significant impact.

Seven elderberry shrubs are growing immediately adjacent to the project site. The shrubs have multiple stems greater than one inch in diameter and could provide habitat for the valley elderberry longhorn beetle. Six of these shrubs are located only the buildings adjacent to the project site on the south and one is north of the fence between the project site and Granite Regional Park. These shrubs are not within the project footprint for ground disturbance, but could be indirectly affected through damage to the shrubs' root systems from compaction or disturbing of soils. Therefore, this is a potentially significant impact.

Construction of the project would require the removal of one tree and several shrubs. The shrubs could support nesting loggerhead shrike. The tree is unlikely to support nesting raptors because the branch structure does not appear to provide adequate support for a large stick nest. However, the open area north of the project site contains many trees that could support nesting special-status raptors, such as Swainson's hawk, white-tailed kite, and others.

The project site does not provide suitable foraging habitat for raptors. The western portion is mostly paved and the eastern portion is in an approximately 100-foot wide area between a fence and existing industrial development, composed mostly of weedy grassland. This area does not provide suitable Swainson's hawk foraging habitat because of lack of visibility from a potential nesting tree, the site's proximity to noisy industrial development, and the abundance of higher quality open grassland in the adjacent open areas to the north of the project site.

If an active raptor or loggerhead shrike nest is present during vegetation removal and other ground-disturbing activities, the project could result in the disturbance of nesting birds. This would be a potentially significant impact.

Implementation of the following mitigation measures would reduce impacts to protected biological resources. The resulting impacts after implementation would be ***less than significant.***

Mitigation Measure 1

> *For areas of habitat for vernal pool branchiopods that would be avoided during project construction, a 250-foot buffer shall be established around the perimeter of vernal pools and seasonal wetlands that provide suitable habitat for listed vernal pool branchiopods, as determined by a qualified biologist. The buffer areas shall be clearly identified with staking or flagging and no project activity shall occur within the marked areas.*

If complete avoidance of vernal pool branchiopod habitat is not feasible, consultation with the US Fish and Wildlife Service is required and an incidental take permit may be required. During the consultation, an appropriate mitigation plan shall be developed and approved by the US Fish and Wildlife Service.

Areas of habitat that cannot be avoided shall be mitigated through a combination of creation and preservation of vernal pool branchiopod habitat. Offsite mitigation in a US Fish and Wildlife Service-approved mitigation bank requires a ratio of 2:1 preservation acreage to impacted acreage, plus a ratio of 1:1 creation acreage for impacted acreage for a total of 3:1 mitigation acres to impacted acre.

Mitigation Measure 2

A minimum setback of 20 feet from the dripline of each elderberry plant with stems greater than one inch in diameter at ground level shall be maintained... The buffer area shall be fenced with high visibility construction fencing prior to commencement of ground-disturbing activities and maintained for the duration of construction activities in the area.

Signs shall be posted a maximum of 50 feet in the buffer area with the following information:

> *This area is habitat of the valley elderberry longhorn beetle, a threatened species, and must not be disturbed. This species is protected by the Endangered Species Act of 1973, as amended. Violators are subject to prosecution, fines, and imprisonment.*

The signs shall be clearly readable from a distance of 20 feet and must be maintained during the duration of construction.

Work crews shall be instructed about the status of the beetle and the need to protect its elderberry habitat.

Mitigation Measure 3

If construction activity is scheduled to occur during the Swainson's hawk nesting season (February 15 to September 15), the contractor shall retain a qualified biologist to conduct preconstruction surveys and to identify active nests in all publically accessible areas within 0.25 miles of the project site. The surveys shall be conducted prior to the approval of grading and/or improvement plans and no less than 14 days and no more than 30 days before the beginning of construction for all project phases. If no nests are found, no further mitigation is required.

If active nests are found, a buffer of 0.25 miles for Swainson's hawk and 500 feet for other raptors shall be established and no project activity shall commence within the buffer until a qualified biologist confirms that any young have fledged and the nest is no longer active. The size of the buffer may be adjusted by a qualified biologist and the City, in consultation with the Department of Fish and Game. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has the potential to adversely affect the nest.

Mitigation Measure 4

The City Arborist shall determine if the large tree near the intersection of 14th Avenue with Florin Perkins Road qualifies as a heritage tree. If the tree is determined to be a heritage tree, mitigation shall be implemented as directed by the City Arborist. If the tree is not a heritage tree, no mitigation is necessary.

C. Extension of 14th Avenue would require improvement to the perimeter run-off and storm drainage system and would require modification of existing drainage channels. There are a series of drainage ditches along both sides of the road, some of which support hydrophytic vegetation and all of them support an ordinary high water mark.

Two seasonal pools are located within the project boundary. The first is located just east of the end of the pavement on 14th Avenue in the undeveloped field and supports an obligate wetland species, Carter's buttercup. The pool contains wetland plants and soils. Extension of the roadway would require disking and paving that would alter the hydrology and function of the feature.

The other is located in a vacant area north of 14th Avenue, at the intersection with Power Inn Road. This pool was inaccessible due to fencing, but has clearly defined edges from aerial photos and several hydrophytic plants were visible. The road widening would require activities that would alter the hydrology and function of the feature.

Waters and other wetlands must meet technical and regulatory criteria if there are to be considered jurisdictional features by the Army Corps of Engineers under Section 404 of the Clean Water Act. The potential wetland features on, and adjacent to, the project site are not connected together and in areas it appears that there may be gaps in connectivity to waters of the United States. However, it is possible that during extreme storm events, water from all of these features drains west to the storm drains in Power Inn Road, and from there, to a water of the United States. Therefore, it is possible that the wetlands could meet the criteria under Section 404. Isolated waters are regulated by the Regional Water Quality Control Board for the purposes of water quality as "waters of the State" and the features on the project site are anticipated to meet the State criteria.

Grading and other construction activities could result in fill material being placed into wetlands and other water subject to regulation. Although a formal wetland delineation has not been conducted, reconnaissance-level mapping indicates that approximately 1,200 linear feet of drainages and approximately one-half acre of seasonal pools would be directed filled. Additional acreage of seasonal wetlands could be indirectly affected if the project activities alter the hydrology of wetland features adjacent to the project site.

For these reasons, the project's impact would be potentially significant for wetlands and other regulatory waters.

Prior to approval of the grading and improvement plans and before any grading, the City would be required to have a jurisdictional wetland delineation conducted by a qualified wetland specialist. The preliminary delineation would be submitted to the Army Corps of Engineers for verification. No grading or other ground-disturbing activities would be allowed until all required permits, regulatory approvals, and permit conditions for effects on wetland habitats are secured.

If the wetlands are determined to be subject to the jurisdiction of the Army Corps of Engineers, the City would be required to replace, restore, or enhance on a "no net loss" basis the acreage of all wetlands and other waters of the United States that would be removed, lost, or degraded during project construction. The wetlands may also be subject to regulation under the State's Porter Cologne Water Quality Control Act and regulated by the Regional Water Quality Control Board... Wetland habitat would be restored, enhanced, and/or replaced at an acreage, location, and method agreeable to either the Army Corps or the Water Quality Control Board, depending on agency jurisdiction and as determined during the permitting process.

Compliance with the federal and State laws related to the protection of jurisdictional waters would ensure that

there would be a no net loss of such features; and therefore, the impact is ***less than significant.***

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts and Growth Inducing Impacts

Implementation of the General Plan was determined to result in significant and unavoidable impacts due to the creation of potential hazards to plants and animals, reduction of the quality of habitat or reduction of population below self-sustaining levels of special status species, loss of riparian habitat, loss of wetlands or other waters of the United States, and the loss of sensitive natural communities. The City Council adopted a Statement of Overriding Considerations for these impacts. Implementation of the General Plan was determined to have a less than significant impact due to potential violations of the City Code related to the protection of trees, in particular Heritage trees. The cumulative effects of development in accordance with the General Plan were determined to result in less-than-significant impacts to biological resources.

The project does not propose construction methods or operations that would result in greater impacts to biological resources than previously analyzed; and therefore, would not result in an individually minor, but collectively significant project impacts.

The protection of biological resources would not result in growth inducing impacts.

Finding

The proposed project would have no additional project-specific environmental effects related to biological resources than examined in the Master EIR and the issue does not need to be addressed further.

3. Cultural Resources *Impacts to cultural resources may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan Master EIR*	**Effect will be studied in the EIR**	**Effect can be mitigated to less than significant**	**No additional significant environmental effect**
A. Cause a substantial adverse change in the significance of a historical or archaeological resource as defined in Section 15064.5 of the CEQA Guidelines		X	

This section is tiered particularly from Chapter 6.4, Cultural Resources, of the Master EIR. For the purposes of this discussion, the term 'cultural resources' includes both archeological and historic resources.

See Section 4, Geology, Soils, and Mineral Resources, of this Initial Study for a discussion of potential impacts to paleontological resources.

Mitigation Measures from the 2030 General Plan Master EIR that Apply to the Project

No mitigation measures related to the protection of cultural resources were adopted as a part of the Master EIR.

Answers to Checklist Question

A. According to Figure 6.4-2, of the Master EIR the project area does not have protected historic resources. No structures would be removed or disturbed as a result of the project.

According to Figure 6.4-1, of the Master EIR, the project site is not within either an area of high or moderate archeological sensitivity. These areas are known to have, or are adjacent to, recorded archaeological resources. A portion of the proposed project site was previously disturbed due to the construction of the existing roadway. The remaining portion is not developed; however, the field appears to be regularly disked and/or mowed. However, earthwork associated with the proposed project could result in disturbance of previously unknown archeological resources due to the excavation and earthwork necessary to construct the road and associated improvements.

Implementation of the proposed project would include ground disturbing activities such as excavations for development and trenching for new utility connections. It is possible for buried resources to be uncovered during any subsurface construction activity, and such resources and their immediate surrounding matrix could be damaged if not adequately protected; thereby resulting in a *potentially significant* impact.

General Plan Policy HCR 2.1.15 requires compliance with protocols that protect or mitigate impacts to archeological resources, including prehistoric resources. For the purposes of this Initial Study, the following mitigation applies to any paleontological resources that may be discovered during development of the project site. Such resources may be present in fossil-bearing soils and rock formations below the ground surface.

Although the City is not highly sensitive for such resources, some discoveries have been made in the past[6]. As with archaeological resources, paleontological resources are generally considered to be historical resources, as defined in Section 15064.5(a) (3) (D) of the CEQA Guidelines.

Mitigation 1 outlines a plan to test the proposed project area prior to excavation or other ground-disturbing activities, and to address any uncovered archeological resources. While unforeseen archeological resources or Native American resources may still be found during any ground disturbing activities, the mitigation will significantly reduce potential impacts to resources by ensuring that construction is halted immediately upon discovery and the resources are appropriately handled. Therefore, with mitigation, this impact is considered ***less than significant.***

Mitigation Measure 5

The following shall apply to any ground disturbing activities associated with development of the project.

a. Prior to any excavation, grading or other construction on the project site, and in consultation with Native American Tribes and the City's Preservation Director: a qualified archaeologist will prepare a testing plan for testing areas proposed for excavation or any other ground-disturbing activities as part of the project, which plan shall be approved by the City's Preservation Director. Testing in accordance with that plan will then ensue by the qualified archaeologist, who will prepare a report on findings, and an evaluation of those findings, from those tests and present that report to the City's Preservation Director. Should any findings be considered as potentially significant, further archaeological investigations shall ensue as approved by the Preservation Director, by the qualified archaeologist, and the archaeologist shall prepare reports on those investigations and evaluations relative to eligibility of the findings to the Sacramento, California or National Registers of Historic Places and submit that report to the City's Preservation Director, State Historic Preservation Officer, and appropriate Native American Tribal representative/s if applicable, with recommendations for treatment, disposition, or reburials of significant findings, as appropriate. Also, at the conclusion of the pre-construction testing, evaluation and reports and recommendations, a decision will be made by the City's Preservation Director, based upon the findings of the reports, as to whether on-site monitoring during any project-related excavation or ground-disturbing activities by a qualified archaeologist will be required.

b. Discoveries during construction: In the event that any historic or prehistoric subsurface archeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, animal bone, obsidian and/or mortars are discovered during construction-related earth-moving activities, all work within 50 meters of the resources shall be halted, and a qualified archeologist will be consulted to assess the significance of the find. Archeological test excavations shall be conducted by a qualified archeologist to aid in determining the nature and integrity of the find. If the find is determined to be significant by the qualified archeologist, representatives of the City, including the City's Preservation Director, and the qualified archeologist shall coordinate to determine the appropriate course of action. All significant cultural materials recovered shall be subject to scientific analysis and professional museum curation, or reburial in accordance with Tribal consultations if required. A report shall be prepared by the qualified archeologist according to current professional standards.

c. If a Native American site is discovered, the evaluation process shall include consultation with the appropriate Native American representatives.

d. If Native American archeological, ethnographic, or spiritual resources are involved, all identification and treatment shall be conducted by qualified archeologists, who are certified by the Society of Professional Archeologists (SOPA) and/or meet the federal standards as stated in the Code of Federal Regulations (36 CFR 61), and Native American representatives, who are approved by the local Native American community as scholars of the cultural traditions.

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[6] City of Sacramento, *Sacramento 2030 General Plan Master Environmental Impact Report* (2009), Page 6.5-25.

e. In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. If historic archeological sites are involved, all identified treatment is to be carried out by qualified historical archeologists, who shall meet either Register of Professional Archeologists (RPA), or 36 CFR 61 requirements.

If a human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find, and the County Coroner, and City's Preservation Director, shall be contacted immediately. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendant. The most likely descendant shall work with the contractor to develop a program for re-interment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have taken place. Work can continue on other parts of the project site while the unique archeological resource mitigation takes place.

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts and Growth Inducing Impacts

Implementation of the General Plan was determined to result in significant and unavoidable impacts to cultural resources. The City Council adopted a Statement of Overriding Considerations for these impacts. The cumulative effects of development in accordance with the General Plan were determined to result in significant and unavoidable impacts to cultural resources. The City Council adopted a Statement of Overriding Considerations for these impacts.

The project does not propose construction methods or operations that would result in greater impacts to cultural resources than previously analyzed; and therefore, would not result in an individually minor, but collectively significant project impacts.

The protection of cultural resources would not result in growth inducing impacts.

Finding

The proposed project would have no additional project-specific environmental effects related to cultural resources than examined in the Master EIR and the issue does not need to be addressed further.

4. Geology, Soils, and Mineral Resources *Impacts from geological features, soils conditions, or mineral resources may be considered significant if construction and/ or implementation of the proposed project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan Master EIR*	**Effect will be studied in the EIR**	**Effect can be mitigated to less than significant**	**No additional significant environmental effect**
A. Would the project allow a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards			X
B. Directly or indirectly destroy a unique paleontological resource		X	

This section is tiered from the Master EIR for the City's General Plan particularly from Chapter 6.5, Geology, Soils, and Mineral Resources, of the Master EIR.

All city wide impacts and mitigation measures for geological features or soil conditions identified for the entire General Plan Policy Area apply to the Fruitridge Broadway Community Plan Area and, therefore, this area would not generate additional impacts to air quality than the area covered by the General Plan (Page 6.5-28 of the Master EIR).

As shown on Figure 6.5-3, of the Master EIR, the proposed project site is within Mineral Resource Zone 3, which indicates areas that contain mineral resources, although the significance cannot be evaluated from available data. Granite Regional Park is located adjacent to the project site on the north and was previously mined for aggregate; however mining operations have ceased.

Mitigation Measures from the 2030 General Plan Master EIR that Apply to the Project

No mitigation measures related to geological or soil conditions were adopted as a part of the Master EIR.

Answers to Checklist Questions

A. As noted on Page 6.5-20 of the Master EIR, although the proposed project area is relatively distant from known earthquake faults, the proposed road improvements and associated facilities could be subject to the effects of ground shaking caused by seismic events located in other areas. The proposed project would be required to comply with Chapter 16, Structural Design Requirements, of the California Building Code (CBC), which would reduce the primary and secondary risks associated with seismically induced ground shaking.

A Foundation Report was performed for the proposed 14th Avenue project. The purpose of the report was to explore and evaluate the surface and subsurface conditions at the site and to develop geotechnical information and design criteria for the proposed project.[7]

[7] Youngdahl Consulting Group, Inc., *Foundation Report for 14th Avenue Extension Project, Sacramento, California*, Project No. E10051.000, June 2010.

A Foundation Report was performed for the proposed 14th Avenue project. The purpose of the report was to explore and evaluate the surface and subsurface conditions at the site and to develop geotechnical information and design criteria for the proposed project.[7]

Groundwater was not encountered during the subsurface explorations. A review of Department of Water Resources' well data suggests that the average groundwater levels historically fluctuate in the region between about 40 to 70 feet below the existing ground surface.[8]

The Report concluded that due to the site conditions the potential damage due to site liquefaction, surface fault rupture, seismic settlement and slope instability are considered very low.[9]

Compliance with the regulatory framework that addresses geologic and seismic issues and enactment of the recommendations in the Foundation Report would ensure protection against such hazards. Therefore, the proposed project would not result in an additional significant environmental effect that was not addressed or considered in the Master EIR. The impact would be ***less than significant***.

B. The City of Sacramento is not highly sensitive for paleontological resources, although some discoveries have been made in the past. Ground-disturbing activities in fossil-bearing soils and rock formations have the potential to damage or destroy paleontological resources that may be present below the ground surface. Although the potential is very low, earth disturbing activities associated with the proposed project could affect the integrity of a paleontological site, causing a significant change in the significance of the resource (see Page 6.5-25 of the Master EIR).

These resources are considered to be historical resources, as defined in Section 15064.5(a) (3) (D) of the CEQA Guidelines. As such, a project that may cause a substantial adverse change in the significance of a paleontological resource is considered a project that may have a significant effect on the environment. For this reason, this issue is addressed in Section 3, Cultural Resources, of this Initial Study.

Implementation of General Plan Policy HCR 2.1.15 would require compliance with protocols that protect or mitigate impacts to paleontological resources. Mitigation to reduce or eliminate potential significant impacts to such resources appears as Mitigation Measure 1 in this Initial Study.

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts and Growth Inducing Impacts

Implementation of the General Plan was determined to result in less-than-significant impacts due to seismic hazards, unstable soil conditions, and soil erosion, for both the project level and cumulative conditions. No mitigation was required.

The project does not propose construction methods or operations that would result in impacts due to geologic or soil hazards than previously analyzed; and therefore, would not result in an individually minor, but collectively significant project impact.

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[7] Youngdahl Consulting Group, Inc., *Foundation Report for 14th Avenue Extension Project, Sacramento, California*, Project No. E10051.000, June 2010.

[8] Youngdahl Consulting Group, Inc., *Foundation Report for 14th Avenue Extension Project, Sacramento, California*, Project No. E10051.000, June 2010, Page 3.

[9] Youngdahl Consulting Group, Inc., *Foundation Report for 14th Avenue Extension Project, Sacramento, California*, Project No. E10051.000, June 2010, Page 4.

A discussion of growth inducement is not necessary for the analysis of potential impacts due geologic and seismic conditions.

Finding

The proposed project would have no additional project-specific environmental effects related to geology and soils conditions than examined in the Master EIR. No further analysis is necessary.

5. Hazards and Hazardous Materials *Impacts due to hazards and/or hazardous materials may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan Master EIR*	**Effect will be studied in the EIR**	**Effect can be mitigated to less than significant**	**No additional significant environmental effect**
A. Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities			X
B. Expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials			X
C. Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities			X

This section is tiered from the Master EIR for the City's General Plan, in particular Chapter 6.6, Hazards and Hazardous Materials.

All city wide impacts and mitigation measures for hazards and hazardous materials identified for the entire General Plan Policy Area apply to the Fruitridge Broadway Community Plan Area and, therefore, this area would not generate additional impacts due to hazards and hazardous materials than the area covered by the General Plan (Page 6.6-28 of the Master EIR).

Mitigation Measures from the 2030 General Plan Master EIR that Apply to the Project

No mitigation measures related to protection from hazards and hazardous materials were adopted as a part of the Master EIR.

Answers to Checklist Questions

A., B. General Plan Policy 3.1.1 would require that the proposed project site be investigated for the presence of hazardous materials and/or waste contamination prior to development. Appropriate measures to protect the health and safety of all possible users and adjacent properties are required.

Compliance with the rules and regulations (including General Plan policy) would ensure that workers and the public are protected from hazardous materials. Therefore, the proposed project would not result in an additional significant environmental effect that was not addressed or considered in the Master EIR. The impact would be ***less than significant***.

C. As noted in the Foundation Report prepared for the proposed project, groundwater is assumed to be approximately 40 to 70 feet below ground surface. The project would install utility lines in trenches; however, the depth of disturbance would be far above the anticipated level of groundwater.

As stated, it is not anticipated that construction of the proposed project would encounter contaminated groundwater because of the depth to the groundwater and the anticipated depths of ground disturbance

during demolition/ construction of the project. However, if groundwater is encountered, compliance with the rules and regulations would ensure that workers and the public are protected from groundwater contamination and hazardous soil vapors from the contaminated groundwater during construction.

For these reasons, the proposed project would not result in an additional significant environmental effect that was not addressed or considered in the Master EIR. The impact would be ***less than significant***.

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts and Growth Inducing Impacts

Implementation of the General Plan was determined to result in less-than-significant impacts due to exposure of people to hazards and hazardous materials during construction and operation of the project, for both the project level and cumulative conditions. No mitigation was required.

The project does not propose construction methods that would result in greater releases/ exposure of hazards and hazardous materials than previously analyzed; and therefore, would not result in an individually minor, but collectively significant project impacts.

A discussion of growth inducement is not necessary for the analysis of potential impacts due geologic and seismic conditions.

Finding

Assuming compliance with all regulations, rules, and policies, the proposed project would have no additional project-specific environmental effects related to hazards and hazardous materials than examined in the Master EIR and the issue does not need to be addressed further.

6. Hydrology and Water Quality *Impacts to hydrology and water quality may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan Master EIR*	**Effect will be studied in the EIR**	**Effect can be mitigated to less than significant**	**No additional significant environmental effect**
A. Substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by construction and/or development of the project			X
B. Substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood			X

This section is tiered from the Master EIR for the City's General Plan, in particular, Chapter 6.7, Hydrology and Water Quality.

All city wide impacts and mitigation measures for hydrology and water quality identified for the entire General Plan Policy Area apply to the Fruitridge Broadway Community Plan Area and, therefore, this area would not generate additional impacts to hydrology and water quality than the area covered by the General Plan (Page 6.7-36 of the Master EIR).

Groundwater was not encountered during the subsurface explorations. A review of Department of Water Resources' well data suggests that the average groundwater levels historically fluctuate in the region between about 40 to 70 feet below the existing ground surface.[10]

There are no rivers, creeks, or other bodies of surface water within, or adjacent to, the project area.

Mitigation Measures from the 2030 General Plan Master EIR that Apply to the Project

None.

Answers to Checklist Questions

A. The project area is essentially flat. Currently, the roadway drains into drainage ditches found on each side of the road.

The City's Master Drainage Plan calls for a new extreme-event diversion pipe to be placed in 14th Avenue between the existing drainage manhole at Power Inn Road to the existing detention basin in Granite Regional Park. This pipe would be installed as part of the proposed project to prevent future disturbance of the new

[10] Youngdahl Consulting Group, Inc., *Foundation Report for 14th Avenue Extension Project, Sacramento, California*, Project No. E10051.000, June 2010, Page 3.

road.

Both the demolition and construction necessary for the project would result in land-disturbing activities, such as grading, excavation, and trenching. The exposure of soils during these activities could result in the potential for soil erosion and sedimentation in runoff during precipitation. Construction equipment has the potential to leak fuels, oils, and other construction-related hazardous materials, which would pose a threat to surface or groundwater quality.

There are several regulatory mechanisms that control construction activities to minimize, to the maximum extent practical, the degradation of water quality. The contractor(s) for the project would be required by the City to comply with the City's Stormwater Quality Improvement Plan (SQIP) to reduce the pollution carried by stormwater to water bodies. Because the project site is over one acre (1.2 acres), the City would require coverage under the National Pollutant Discharge Elimination System (NPDES) Permit and include erosion and sediment control plans. These permits contain limits on allowable concentrations and mass emissions of pollutants contained in discharges. Best Management Practices (BMPs) are a wide variety of measures that can be taken to reduce pollutants in stormwater runoff.

In addition, the City would also require the contractor's(s') erosion and sediment control plan to include BMPs to minimize the potential for, and effects from, spills of hazardous, toxic, or petroleum substances during construction. Implementation of these measures would comply with State and federal water quality regulations and reduce potential impacts to a less-than-significant level.[11] During construction the City would inspect the construction area to verify that the measures specified in the erosion and sediment control plan are properly implemented and maintained.

General Plan Policy ER 1.1.7 requires that contractors comply with Section 15.88 of the City Code (erosion and sediment control) and City Code Section 13.16 (stormwater management and discharge control).

Once construction is complete, General Plan Policy U4.1.4 requires the preparation of drainage plans for proposed developments in order to determine the necessary drainage improvements to meet City standards and to comply with the NPDES permit. See Section 10 for further discussion of the proposed storm drainage facilities for the project.

Through the SQIP, new development is required to implement stormwater quality treatment and/or BMPs in project design. Post-construction stormwater quality controls require the use of source control runoff reduction and treatment control measures set forth in the *Stormwater Quality Manual for Sacramento and South Placer Regions.* These measures include treatment control, such as swales, filter strips, media filters, and infiltration controls and housekeeping practices, such as spill prevention, proper storage, and clean-up procedures. General Plan Policy ER 1.1.4 requires new development to protect the quality of water bodies through measures that area consistent with the City's NPDES permit. Policy 1.1.6 requires control of stormwater runoff to prevent or reduce downstream erosion and to protect riparian habitat.

Compliance with the regulatory framework that addresses water quality issues would ensure protection of water quality, both during construction and implementation of the proposed project. Therefore, the proposed project would not result in an additional significant environmental effect that was not addressed or considered in the Master EIR. The impact is ***less than significant.***

[11] City of Sacramento, *Sacramento 2030 General Plan Master Environmental Impact Report* (2009), Page 6.7-25.

B. As shown on the Flood Insurance Rate Map for the project area, the project site is located in Zone X[12], which is an area protected from a 1-percent chance or greater flood hazard (i.e. 100-year flood) by levees. None of the proposed improvements for the project would occur on or near the levees and; therefore, the project could not compromise the level of flood protection provided by the levees. For these reasons, the project would not substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood. Therefore, the proposed project would not result in an additional significant environmental effect that was not addressed or considered in the Master EIR. ***The impact is less than significant.***

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts and Growth Inducing Impacts

Implementation of the General Plan was determined to result in less than significant impacts due to potential degradation of water quality during construction and implementation of individual projects within the City. The General Plan also determined that the cumulative impacts related to development were also less than significant. The potential impacts due to exposure of people and property to local and regional 100-year floods were determined to be less than significant. No mitigation was adopted for this issue area.

The proposed project is a subsequent project identified in the General Plan. The project does not propose construction methods or operations that would result in a greater level of impacts to hydrology and water quality than previously analyzed in the Master EIR for the General Plan; and therefore, would not result in an individually minor, but collectively significant project impacts.

A discussion of growth inducement is not necessary for the analysis of potential impacts to hydrology and water quality.

Finding

The proposed project would have no additional project-specific environmental effects related to hydrology and water quality than examined in the Master EIR and the issue does not need to be addressed further.

[12] Federal Emergency Management Agency, Flood Insurance Rate Map, City of Sacramento, Sacramento County.

7. Noise and Vibration *Impacts due to noise and vibration may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan Master EIR:*	**Effect will be studied in the EIR**	**Effect can be mitigated to less than significant**	**No additional significant environmental effect**
A. Result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases			X
B. Result in residential interior noise levels of 45 dBA L_{dn} or greater caused by noise level increases due to the project			X
C. Result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance			X
D. Permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction			X
E. Permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations			X
F. Permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic			X

This section is tiered from the Master EIR for the City's General Plan, in particular Chapter 6.8, Noise and Vibration.

All city wide impacts and mitigation measures for noise and vibration identified for the entire General Plan Policy Area apply to the Fruitridge Broadway Community Plan Area and, therefore, this area would not generate additional impacts to air quality than the area covered by the General Plan (Page 6.8-51 of the Master EIR).

Mitigation Measure from the 2030 General Plan Master EIR that Apply to the Project

The following General Plan policy would avoid or lessen environmental impacts as identified in the Master EIR and is considered a mitigation measure for the following project-level and cumulative impacts.

> **General Plan Policy EC 3.1.5 – Interior Vibration Standards:** The City shall require construction projects anticipated to generate a significant amount of vibration to ensure

acceptable interior vibration levels at nearby residential and commercial uses based on the current City or Federal Transit Administration (FTA) criteria.

Answers to Checklist Questions

A., B. There are no existing residential units adjacent to 14th Avenue within the project limits. There is an existing residence located just south of the area on 82nd Street that would be disturbed during the construction of the intersection. However, due to the relatively low volume of generated traffic, the proposed project is not anticipated to result in significant increases in noise at residential uses.

As noted in the Traffic and Circulation analysis, traffic generated by the proposed project would not be considered substantial and would not degrade levels of service on roadways or intersections to unacceptable levels. Because the project would not result in significant impacts to traffic flow in the project vicinity, it is not anticipated that noise generated from the new trips due to development of the project would significantly increase noise in the project area.

For this reason the proposed project would not result in an additional significant environmental effect that was not addressed or considered in the Master EIR. The impact would be ***less than significant.***

C. There would be sensitive noise receptors near the proposed intersection of 14th Avenue with 82nd Street. Chapter 8.68 of the City Code exempts noise due to the erection, excavation, demolition, or alteration of structures as long as the activities are limited to between the hours of 7 a.m. and 6 p.m. Monday through Saturday and between the hours of 9 a.m. and 6 p.m. on Sunday. The Code requires that internal combustion engines be equipped with suitable exhaust and intake silencers that are in good working order in order for the exemption to be in effect.

The contractor would be required to comply with City Code regarding the noise from construction equipment and the construction of the road would not involve construction equipment that is not normally used. Therefore, the proposed project would not result in an additional significant environmental effect that was not addressed or considered in the Master EIR. The impact would be ***less than significant.***

D. The proposed project would widen a roadway that is adjacent to existing commercial uses. Given the anticipated type of construction equipment to construct the proposed project, and as shown in Table 2, the maximum anticipated vibration generated during construction would be 0.210 at 25 feet from the edge of construction. Sidewalks would be constructed within, and adjacent to, the rights of way lines on both sides of 14th Avenue, which could result in vibration that exceeds the thresholds in those areas where existing commercial buildings are close to the right of way. However, the construction contract for the proposed project would specify that smaller construction equipment, which generates less vibration, would be required for all construction within 25 feet of existing buildings.

For these reasons, the proposed project would not result in an additional significant environmental effect that was not addressed or considered in the Master EIR. The impact would be ***less than significant.***

Table 2 Vibration Source Levels for Construction Equipment	
Equipment	**PPV at 25 feet (in/sec)**
Vibratory Roller	0.210
Hoe Ram	0.089
Large Bulldozer	0.089
Loaded Trucks	0.076
Jackhammer	0.035
Small Bulldozer	0.003
Source: PBS&J/EIP, Railyards Specific Plan Draft Environmental Impact Report, (SCH 2006032058) August 2007, Page 6.8-23.	

E. The proposed project does not result in land uses that would sensitive to vibration. For this reason, the proposed project would not result in an additional significant environmental effect that was not addressed or considered in the Master EIR. ***The impact is less than significant.***

F. There are no historic or known archeological resources within the project area. Therefore, the proposed project would not result in an additional significant environmental effect that was not addressed or considered in the Master EIR. The impact is ***less than significant.***

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts and Growth Inducing Impacts

The proposed project is consistent with the General Plan and zoning designations assumed for the site in the Master EIR. The project would include construction methods, building designs, and operational methods that would reduce the potential noise and vibration impacts to less-than-significant project levels.

The project would not result in greater levels of noise or vibration than previously analyzed in the Master EIR; and therefore, would not result in an individually minor, but collectively significant, project impacts.

A discussion of growth inducement is not necessary for the analysis of potential impacts due to increased noise and vibration.

Finding

Construction of the proposed project would result in less-than-significant impacts due to noise and vibration; therefore, no further analysis is necessary.

8. Parks and Open Space *Impacts to parks and open space may be considered significant if construction and/or implementation of the Proposed Project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan Master EIR:*	**Effect will be studied in the EIR**	**Effect can be mitigated to less than significant**	**No additional significant environmental effect**
A. Result in increased use of existing parks or recreational facilities such that substantial physical deterioration of these facilities could occur			X
B. Create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2030 General Plan			X

This section is tiered from the Master EIR for the City's General Plan, in particular Chapter 6.9, Parks and Open Space.

All city wide impacts and mitigation measures for parks and open space identified for the entire General Plan Policy Area apply to the Fruitridge Broadway Community Plan Area and, therefore, this area would not generate additional impacts to air quality than the area covered by the General Plan (Page 6.9-23 of the Master EIR).

Mitigation Measures from 2030 General Plan Master EIR that Apply to the Project

No mitigation measures related to the protection of park facilities and open space were adopted as part of the Master EIR.

Answers to Checklist Questions

A., B. The project does not propose new residential or commercial development, so therefore, would not population that requires additional park land and recreational facilities.

Approximately 29,655 square feet of additional right of way would be required from the area of the Granite Regional Park in order to construct the full width of the roadway. However, this area of the park is on a descending slope due to the past mining activities on the Granite Park site. This loss of this area of the park for a road right of way would not result in a material loss of land for recreational purposes, nor prevent the Park from developing planned facilities.

The project would not result in the need for new parks nor the increased use of existing parks. For these reasons, the project would have a ***less-than-significant*** impact on parks and open space.

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts and Growth Inducing Impacts

Implementation of the General Plan was determined to result in less than significant impacts related to increased use of existing parks or recreational facilities and the need for construction or expansion of

recreational facilities, beyond that anticipated in the General Plan.

The proposed project is a subsequent project identified in the General Plan and analyzed in the Master EIR. The project does not propose development that would result in a greater level of impacts to park and recreational facilities than previously analyzed; and therefore, would not result in an individually minor, but collectively significant project impact.

The provision of park and recreational facilities are not considered growth inducing.

Finding

The project would have no additional substantial project-specific environmental effects related to park and recreational facilities. No further analysis is necessary.

9. Public Services *Impacts to public services may be considered significant if construction and/or implementation of the Proposed Project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan Master EIR*	**Effect will be studied in the EIR**	**Effect can be mitigated to less than significant**	**No additional significant environmental effect**
A. Would the project require, or result in, the construction of new, or the expansion of existing, facilities related to the provision of police and fire protection and schools			X

This section is tiered from the Master EIR for the City's General Plan, particularly from Chapter 6.10, Public Services.

All city wide impacts and mitigation measures for public services identified for the entire General Plan Policy Area apply to the Fruitridge Broadway Community Plan Area and, therefore, this area would not generate additional impacts to air quality than the area covered by the General Plan (Pages 6.10-13, 6.10-24, and 6.10-46 of the Master EIR).

Mitigation Measures from 2030 General Plan Master EIR that Apply to the Project

No mitigation measures related to the provision of public services were adopted as part of the Master EIR.

Answers to Checklist Question

A. The project does not propose new or expanded land uses. For this reason, the proposal would not result in an increase in the need for public services. No additional significant environmental effect to public services would result from the construction and operation of the proposed project. The impact would be ***less than significant.***

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts and Growth Inducing Impacts

Implementation of the General Plan was determined to result in less-than-significant impacts to the provision of police and fire protection, as well as schools. Although full buildout of the General Plan would result in the need for expanded and new facilities for all three public services, it was determined that compliance with General Plan policies regarding the provision of police and fire protection, and payment of the developer impact fees would ensure that adequate protection would be provided to serve the anticipated increase in demand. Payment of the fees per Senate Bill 50 is considered complete mitigation for the purposes of CEQA. Similarly, the cumulative effects of development in accordance with the General Plan were determined to result in less than significant impacts to the provision of police and fire protection and the provision of schools for the above reasons.

The proposed project is consistent with the General Plan Mobility Element and is a subsequent project identified in the Master EIR for the General Plan. The project does not propose development that would

result in more significant impacts to public services than previously analyzed; and therefore, would not result in an individually minor, but collectively significant project impacts.

The proposed project would not construct new or expanded facilities for the City's Police and Fire Departments, nor would it dedicate a new site for such facilities. Therefore, the project is not considered growth inducing from the standpoint of public services.

Finding

The proposed project would have no additional project-specific environmental effects related to the provision of public services than examined in the Master EIR and the issue does not need to be addressed further.

10. Public Utilities *Impacts to public utilities may be considered significant if construction and/or implementation of the Proposed Project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan Master EIR:*	**Effect will be studied in an EIR**	**Effect can be mitigated to less than significant**	**No additional significant environmental effect**
A. Result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments			X
B. Require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts			X

This section is tiered form the Master EIR for the City's General Plan, in particular Chapter 6.11, Public Utilities.

All city wide impacts and mitigation measures for public utilities identified for the entire General Plan Policy Area apply to the Fruitridge Broadway Community Plan Area and, therefore, this area would not generate additional impacts to air quality than the area covered by the General Plan (Pages 6.11-40, -63, -69 of the Master EIR).

Mitigation Measures from the 2030 General Plan Master EIR that Apply to Project

No mitigation measures that would apply to the proposed project were adopted as part of the Master EIR.

Answers to Checklist Questions

A. The project does not propose new or expanded land uses. For this reason, the proposal would not result in an increase in the need for public utilities. No additional significant environmental effect to public utilities would result from the construction and operation of the proposed project.

Therefore, the proposed project would not result in an additional significant environmental effect that was not addressed or considered in the Master EIR. The impact would be ***less than significant***.

B. As part of the proposed project, a 24-inch water main would be installed in 14th Avenue. The City's Water Master Plan shows this future line. The water line would be installed as part of the project to prevent the future need to disturb the street at the time the water line is warranted. The environmental impacts associated with the installation of the water main are addressed in the various sections of this Initial Study because the action is part of the proposed project.

Similarly, the City's Drainage Master Plan calls for a new extreme event diversion pipe to be place in 14th Avenue, between an existing manhole at the Power Inn Road and 14th Avenue intersection and the detention basin in Granite Regional Park. As with the water line, this drain pipe would be installed as part of the project to prevent the future need to disturb the street. The environmental impacts associated with the installation of the drainage pipe are addressed in the various sections of this Initial Study because the action is part of the

proposed project.

The project area is within the boundaries of the Sacramento Area Sewer District (SASD), which has facilities at the intersection of 14th Avenue and Power Inn Road and in 14th Avenue east of 82nd Street. The District indicated that in the future additional facilities may be needed in 14th Avenue. Any future extensions of SASD facilities are outside of the scope of this project.

Therefore, the proposed project would not result in an additional significant environmental effect that was not addressed or considered in the Master EIR. The impact would be ***less than significant***.

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts and Growth Inducing Impacts

Implementation of the General Plan was determined to result in less than significant impacts, both at the project and cumulative levels, to facilities for solid waste, energy, and telecommunications. The increased demand for potable water was determined to be in excess of the City's existing diversion and treatment capacity and; therefore, could require the construction of new water supply facilities. This impact was determined to be significant and unavoidable and was overridden by the City Council. Similarly, the increased demand for wastewater treatment would require new treatment facilities, construction of which would result in a significant and unavoidable impact. The City Council adopted a Statement of Overriding Considerations for this impact. The cumulative impacts related to water treatment and wastewater treatment were determined to be significant and unavoidable. Again, the City Council adopted Statements of Overriding Considerations.

The proposed project is consistent with the General Plan and zoning designations assumed for the site in the Master EIR. The project does not propose development that would result in more significant impacts to public services than previously analyzed; and therefore, would not result in an individually minor, but collectively significant project impact.

The proposed project would not upsize pipe sizes, extend pipes to previously unserved areas or make other improvements to utility systems that could induce new growth. Therefore, the project is not considered growth inducing.

Finding

The proposed project would have no additional project-specific environmental effects related to the provision of public utilities than examined in the Master EIR and the issue does not need to be addressed further.

11. Transportation and Circulation *Impacts resulting from traffic generated by the project or changes in circulation are considered significant if construction and/or implementation of the Proposed Project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan Master EIR:*	**Effect will be studied in an EIR**	**Effect can be mitigated to less than significant**	**No additional significant environmental effect**
A. Roadway segments: degrade peak period Level of Service (LOS) from A, B, C or D (without the project) to E or F (with project) OR the LOS (without project) is E or F, and project generated traffic increases the Volume to Capacity Ratio (V/C ratio) by 0.02 or more			X
B. Intersections: degrade peak period level of service from A, B, C or D (without project) to E or F (with project) or the LOS (without project) is E or F, and project generated traffic increases the peak period average vehicle delay by five seconds or more		X	
C. Freeway facilities: off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway; project traffic increases that cause any ramp's merge/diverge level of service to be worse than the freeway's level of service; project traffic increases that cause the freeway level of service to deteriorate beyond level of service threshold defined in the Caltrans Route Concept Report for the facility; or the expected ramp queue is greater than the storage capacity			X
D. Transit: adversely affect public transit operations or fail to adequately provide for access to public			X
E. Bicycle facilities: adversely affect bicycle travel, bicycle paths or fail to adequately provide for access by bicycle			X
F. Pedestrian: adversely affect pedestrian travel, pedestrian paths or fail to adequately provide for access by pedestrians			X

This section is tiered from the Master EIR for the City's General Plan, in particular Chapter 6.12, Transportation and Circulation.

All city wide impacts and mitigation measures for traffic and circulation identified for the entire General Plan Policy Area apply to the Fruitridge Broadway Community Plan Area and, therefore, this area would not generate additional impacts to air quality than the area covered by the General Plan (Page 6.12-95 of the Master EIR).

Extending 14th Avenue as a four-lane arterial road is consistent with the City's 2030 General Plan and is considered the ultimate roadway design.

The proposed project is also a component of the Southeast Area Transportation Study (SEATS) approved in 1999. The SEAT study developed and evaluated improvements to reduce congestion in the vicinity of the Power Inn Road/Folsom Boulevard intersection and address the long-term transportation needs in the southeast portion of the City.

The roadway extension would also include Class II on-street bike lanes in each direction and sidewalks on both sides of the road.

Mitigation Measures for the 2030 General Plan Master EIR that Apply to the Project

None.

Answers to Checklist Questions

A., B. As shown in Table 3 each study intersection under Existing conditions currently operates at Level of Service (LOS) D or better, except for the 14th Avenue and Power Inn Road intersection, which operates at LOS E during the PM peak hour. The acceptable LOS within the project study area is LOS D.

As shown in Table 4, each study roadway segment currently operates at LOS D or better. The project would result in increased in daily volumes on each of the study roadways. The proposed project would result in LOS C or better operations in the cumulative plus project conditions.

The project would increase the daily traffic volume on each of the study roadway segments between the Existing conditions and Existing plus Project conditions, except for the segments of Florin Perkins Road south of the new 14th Avenue and Florin Perkins Road intersection.

As stated on Page 22 of the Traffic Impact Study, the proposed project would not cause significant impacts under Existing plus Project conditions at any analyzed intersection or roadway segment.

However, under the Cumulative plus Project conditions, the intersection of 14th Avenue and 82nd Street would result in a degradation of intersection operations from LOS B to LOS F during the AM peak hour. This is a *potentially significant* impact. Implementation of the following mitigation measure would reduce the impact to a ***less-than-significant level*** through the installation of signalized traffic control. With signalization the intersection would operate at LOS C during the AM peak hour.

Mitigation Measure 6

> *The City shall install signalized traffic control, two eastbound travel lanes, a left-turn pocket, and two travel lanes in the westbound direction, and a single travel lane in the northbound direction at the intersection of 14th Avenue and 82nd Street. This signal shall be installed at such time as the signal warrant is satisfied.*

Table 3

Intersection Operations – Existing and Cumulative Conditions

Intersection	Traffic Control	Peak Hour	Exiting	Existing + Project	Cumulative No Project	Cumulative + Project
14 Ave and 73rd St	Side-street stop	AM	A	A	A	A
		PM	A	A	A	A
14th Ave and Power Inn Rd	Signal	AM	D	D	F	E
		PM	E	D	E	E
14th Ave and 82nd St	Side-street stop	AM	A	A	B	F
		PM	A	A	A	C
Florin Perkins Rd and Jackson Rd	Signal	AM	D	D	F	F
		PM	C	D	F	F
Florin Perkins Rd and Belvedere Ave	Signal	AM	A	A	B	A
		PM	B	A	B	A
Florin Perkins Rd and 23rd Ave		AM	A	A	A	A
		PM	A	A	A	A
Florin Perkins Rd and Fruitridge Rd	Signal	AM	D	D	E	E
		PM	D	D	F	F
Florin Perkins Rd and 14th Ave	Signal	AM	-	B	-	C
		PM	-	B	-	C

Source: City of Sacramento, *Traffic Impact Study – 14th Avenue Extension, Sacramento, CA*, November 2010, Table 4 and Table 6. See Appendix D.

Table 4

LOS For Study Roadway Segments – Existing and Cumulative Conditions

Roadway Segment	Existing	Existing + Project	Cumulative – No Project	Cumulative + Project
14th Ave – 73rd St to Power Inn Rd	B	C	A	A
14th Ave – Power Inn Rd to 82nd St	A	A	A	B
14th Ave – 82nd St to Florin Perkins Rd	N/A	A	N/A	A
Florin Perkins Rd – Jackson Rd to 14th Ave	A	A	B	C
Florin Perkins Rd – 14th Ave to Belvedere Ave	A	A	B	A
Florin Perkins Rd – 24th Ave to Fruitridge Rd	A	A	A	A

Source: City of Sacramento, *Traffic Impact Study – 14th Avenue Extension, Sacramento, CA*, November 2010, Table 5 and Table 7. See Appendix D.

Therefore, traffic generated by the project would not be considered substantial and would not degrade Level of Service on roadways, intersections or any freeway facilities to unacceptable levels. The existing streets in the vicinity of the project site would have adequate capacity to accommodate the project generated traffic volumes without any significant traffic related impacts. The intersection and roadway facility impacts are ***less than significant.***

C. As determined by the City's Traffic Engineering Division, the project would not impact freeway operations. The extension of 14th Avenue primarily affects local access, with little effect on regional travel. The change in volumes due to the extension results in little effect on travel times on other roadways.[13] For this reason, the impact on freeways would be ***less than significant.***

D. The project proposes to widen 14th Avenue and extend it to Florin Perkins Road, an arterial roadway. Although there is currently no transit provided on the road, the proposed widening of the roadway to its ultimate width would allow future transit operations on the road. For this reason, the impact would be ***less than significant.***

E. The project proposes Class II bike lanes on both the existing and the new section of 14th Avenue. There are currently no bike lanes on the road. The project would improve the conditions for bicyclists in the area and the impact would be ***less than significant.***

F. The project proposes sidewalks on both sides of the road. The corners at the NW, NE and SE corners at Power Inn Road, the SW and SE corners at 82nd Street and the NW and SW corners at Florin Perkins Road would be upgraded with Americans with Disabilities Act (ADA) compliant curb ramps. For these reasons

[13] City of Sacramento, *Traffic Impact Study – 14th Avenue Extension, Sacramento, CA*, November 2010, Page 9.

the project would provide both new and improved pedestrian facilities and the impact would be ***less than significant.***

Summary of Analysis under the 2030 General Plan Master EIR, including Cumulative Impacts and Growth Inducing Impacts

Implementation of the General Plan was determined to result in significant and unavoidable impacts to various roadway segments and freeway segments that would not meet Levels of Service standards. The City Council adopted a Statement of Overriding Considerations for these impacts. Implementation of the General Plan was determined to have less than significant impact to transit, bicycle, pedestrian, and parking facilities. Similarly, the cumulative impacts related to Levels of Service on various roadways and freeways were determined to result in significant and unavoidable impacts. The City Council also overrode these impacts. The cumulative impact on transit facilities was determined to be less than significant.

Both the improvement of the existing portion of the road and the extension are consistent with the 2030 General Plan. The project is listed in Table 6.12-6 (Page 6.12-59) of the Master EIR for the General Plan, which shows the roadways evaluated in the General Plan for new roads and widening.

The proposed project is also a component of the Southeast Area Transportation Study (SEATS) approved in 1999. The SEAT study developed and evaluated improvements to reduce congestion in the vicinity of the Power Inn Road/Folsom Boulevard intersection and address the long-term transportation needs in the southeast portion of the City.

The proposed project would provide a new east-west connection between Power Inn Road and Florin Perkins Road, as specified in the City's 2030 General Plan. This would facilitate future planned development in the area. The growth inducing implications were previously addressed in the General Plan. The road would facilitate the planned development in the area. For this reason, the proposed project would not result in previously unconsidered growth.

Finding

Under the project plus cumulative conditions a potentially significant impact would occur; however, the proposed mitigation measure would reduce the impact to a less-than-significant level. The proposed project would have no additional project-specific environmental effects related to traffic and circulation than examined in the Master EIR and the issue does not need to be addressed further.

12. Urban Design and Visual Resources *Impacts to urban design or visual resources may be considered significant if construction and/ or implementation of the Proposed Project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan Master EIR:*	**Effect will be studied in an EIR**	**Effect can be mitigated to less than significant**	**No additional significant environmental effect**
A. Create a source of glare that would cause a public hazard or annoyance			X
B. Create a new source of light that would be cast onto oncoming traffic or residential uses			X

This section is tiered from the Master EIR for the City's General Plan, in particular Chapter 6.13, Urban Design and Visual Resources.

All city wide impacts and mitigation measures for urban design and visual resources identified for the entire General Plan Policy Area apply to the Fruitridge Broadway Community Plan Area and, therefore, this area would not generate additional impacts to urban design and visual resources than the area covered by the General Plan (Page 6.13-30 of the Master EIR).

Mitigation Measures from the 2030 General Plan Master EIR that Apply to the Project

None.

Answers to the Checklist Questions

A., B. The proposed project would install street lights. These lights would not result in a source of glare. Streetlights are designed such that they do not create light that would be cast onto oncoming traffic. There are no residential uses adjacent to road alignment. The proposed project would not result in an additional significant environmental effect that was not addressed or considered in the Master EIR. The impact would be ***less than significant.***

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts and Growth Inducing Impacts

Implementation of the General Plan was determined to result in less than significant impacts due to additional light resulting from new development in the City. Mitigation was adopted to ensure that glare associated with new development would be reduced to less-than-significant levels. Similarly, the cumulative effects of development in accordance with the General Plan were determined to result in less than significant impacts.

The proposed project is consistent with the General Plan. The project does not propose development that would result in more impacts due to light and glare than previously analyzed; and therefore, would not result in an individually minor, but collectively significant project impact.

The issues of urban design and visual resources do not result in growth inducing impacts.

Finding

The proposed project would have no additional project-specific environmental effects related to visual resources than examined in the Master EIR and the issue does not need to be addressed further.

13. Mandatory Findings of Significance	Yes or No
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?	No
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.)	No
C. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	No

Answers to Checklist Questions

A., C. As noted in the analyses, impacts to cultural and biological resources would be potentially significant without mitigation. Implementation of mitigation measures would reduce all impacts to a less-than-significant level.

B. As noted for each of the issue areas in this Initial Study, the project is consistent with the General Plan; and therefore, would not result in a level of development that exceeds what was assumed in the cumulative analyses for the various issue areas in the Master EIR. The environmental analyses for the proposed project were tiered from the Master EIR and can depend on the cumulative analyses associated with full buildout of the General Plan.

C. As indicated in the analyses in this Initial Study, the project would not result in either direct or indirect substantial adverse effects on human beings.

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

	Air Quality		Noise and Vibration
	Biological Resources		Parks and Open Space
	Cultural Resources		Public Services
	Geology, Soils, and Mineral Resources		Public Utilities
	Hazards and Hazardous Materials		Transportation and Circulation
	Hydrology and Water Quality		Urban Design and Visual Resources

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))

Jennifer L. Hageman

May 27, 2011
Date

Attachment to Exhibit A
Comment Letter from Sacramento Area Sewer District

The following text was added to Page 7-31 of the Initial Study in response to receipt of this comment on the Draft MND. The new text does not change or revise the environmental determination for potential impacts to Public Utilities.

The project area is within the boundaries of the Sacramento Area Sewer District (SASD), which has facilities at the intersection of 14th Avenue and Power Inn Road and in 14th Avenue east of 82nd Street. The District indicated that in the future additional facilities may be needed in 14th Avenue. Any future extensions of SASD facilities are outside of the scope of this project.

See next page for letter.

SACRAMENTO AREA
SEWER DISTRICT
SERVING YOU 24/7

May 24, 2011
E225.000

Jennifer Hageman
City of Sacramento, Community Development Department
Environmental Planning Division
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

Subject: Notice of Availability/Intent to Approve the Draft Mitigated Negative Declaration for 14th Avenue Extension Project

Board of Directors
Representing:

County of Sacramento
City of Citrus Heights
City of Elk Grove
City of Folsom
City of Rancho Cordova
City of Sacramento

Stan R. Dean
District Engineer

Christoph Dobson
Director of Operations

Prabhakar Somavarapu
Director of Policy and Planning

Dear Ms. Hageman:

The Sacramento Area Sewer District (SASD) has reviewed the Notice of Availability/Intent to Approve the Draft Mitigated Negative Declaration for the subject project and has the following comments. The Sacramento Regional County Sanitation District (SRCSD) has sent their comments in a separate letter.

It is noted that this project is proposing improvements to 2,800 linear feet of 14th Avenue between Power Inn Road and the current end of the road, just east of 82nd Street, and to extend the road 2,250 linear feet from the current end to Florin Perkins Road. The project site is within the Urban Services Boundary, SASD/SRCSD boundaries and the City of Sacramento boundary.

SASD has public sewer at the intersection of 14th Avenue and Power Inn Road, as well as approximately 1,000 feet of public gravity sewer in 14th Avenue east of 82nd Street. Depending on development needs, SASD anticipates construction of additional public sewer within the 14th Avenue right-of-way may be required. No offsite sewer infrastructure is expected to be required.

Since, the project is subject to currently established policies, ordinances, fees, and conditions of approval, mitigation measures should adequately address the sewage aspects of the project. We anticipate a less than significant impact to the sewage facilities due to this development.

If you have any questions regarding these comments, please call me at 876-6296.

Sincerely,

Amandeep Singh, P.E.
Sacramento Area Sewer District
Development Services

10060 Goethe Road
Sacramento, CA 95827-3553
Tel 916.876.6000
Fax 916.876.6160
www.sacsewer.com

AS: ms

cc: File
Policy and Planning -Sarenna Deeble

Hageman.052411.ltr

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Exhibit B: Mitigation Monitoring Program

Section 21081.6 of the Public Resources Code requires reporting on, monitoring of, mitigation measures adopted as part of the environmental review process. This Mitigation Monitoring Plan (MMP) is designed to aid the City in its implementation and monitoring of mitigation adopted for the 700 Block of K Street project.

The mitigation measures are taken from the 700 Block of K Street Draft EIR, as revised in the Final EIR.

The components of the MMP are:

1. **Impacts**. Each impact is numbered as they appeared in the Draft EIR.

2. **Mitigation Measures**. Each mitigation measure is numbered as they appeared in the Draft EIR. Any revisions to the text of a mitigation measure, as shown in Chapter 2 of this Final EIR, are included in this MMP.

3. **Implementing Party**. Identifies the entity that will be responsible for implementing the mitigation.

4. **Timing**. Each action must take place prior to the time at which a threshold could be exceeded. Implementation of the action must occur prior to, or during, some part of approval, project design, or construction on an ongoing basis. The timing for each measure is identified.

5. **Verification of Compliance**. Provides an area for verification of compliance.

14th Avenue Extension Project

Impact	Mitigation Measure	Implementing Party	Timing	Verification of Compliance
	2. Biological Resources			
Result in substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal	**Mitigation Measure 1** *For areas of habitat for vernal pool branchiopods that would be avoided during project construction, a 250-foot buffer shall be established around the perimeter of vernal pools and seasonal wetlands that provide suitable habitat for listed vernal pool branchiopods, as determined by a qualified biologist. The buffer areas shall be clearly identified with staking or flagging and no project activity shall occur within the marked areas.* *If complete avoidance of vernal pool branchiopod habitat is not feasible, consultation with the US Fish and Wildlife Service is required and an incidental take permit may be required. During the consultation, an appropriate mitigation plan shall be developed and approved by the US Fish and Wildlife Service.* *Areas of habitat that cannot be avoided shall be mitigated through a combination of creation and preservation of vernal pool branchiopod habitat. Offsite mitigation in a US Fish and Wildlife Service-approved mitigation bank requires a ratio of 2:1 preservation acreage to impacted acreage, plus a ratio of 1:1 creation acreage for impacted acreage for a total of 3:1 mitigation acres to impacted acre.*	Contractor	Prior to ground disturbance	
Result in substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal	**Mitigation Measure 2** *A minimum setback of 20 feet from the dripline of each elderberry plant with stems greater than one inch in diameter at ground level shall be maintained... The buffer area shall be fenced with high visibility construction fencing prior to commencement of ground-disturbing activities and maintained for the duration of construction activities in the area.* *Signs shall be posted a maximum of 50 feet in the buffer area with the following information:* *This area is habitat of the valley elderberry longhorn beetle, a threatened species, and must not be disturbed. This species is protected by the Endangered Species Act of 1973, as amended. Violators are subject to prosecution, fines, and imprisonment.* *The signs shall be clearly readable from a distance of 20 feet and must be maintained during the duration of construction.* *Work crews shall be instructed about the status of the beetle and the need to protect its elderberry habitat.*	Contractor	Prior to ground disturbance	

Result in substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal	**Mitigation Measure 3** *If construction activity is scheduled to occur during the Swainson's hawk nesting season (February 15 to September 15), the contractor shall retain a qualified biologist to conduct preconstruction surveys and to identify active nests in all publically accessible areas within 0.25 miles of the project site. The surveys shall be conducted prior to the approval of grading and/or improvement plans and no less than 14 days and no more than 30 days before the beginning of construction for all project phases. If no nests are found, no further mitigation is required.* *If active nests are found, a buffer of 0.25 miles for Swainson's hawk and 500 feet for other raptors shall be established and no project activity shall commence within the buffer until a qualified biologist confirms that any young have fledged and the nest is no longer active. The size of the buffer may be adjusted by a qualified biologist and the City, in consultation with the Department of Fish and Game. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has the potential to adversely affect the nest.*	Contractor	Prior to approval of grading and/or improvement plans and no less than 14 days and no more than 30 days prior to construction activities	
Result in substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal	**Mitigation Measure 4** *The City Arborist shall determine if the large tree near the intersection of 14th Avenue with Florin Perkins Road qualifies as a heritage tree. If the tree is determined to be a heritage tree, mitigation shall be implemented as directed by the City Arborist. If the tree is not a heritage tree, no mitigation is necessary.*	City Arborist	Prior to removal of the tree	

	3. Cultural Resources			
Cause a substantial adverse change in the significance of a historical or archaeological resource as defined in Section 15064.5 of the CEQA Guidelines	**Mitigation Measure 5** *The following shall apply to any ground disturbing activities associated with development of the project.* *a. Prior to any excavation, grading or other construction on the project site, and in consultation with Native American Tribes and the City's Preservation Director: a qualified archaeologist will prepare a testing plan for testing areas proposed for excavation or any other ground-disturbing activities as part of the project, which plan shall be approved by the City's Preservation Director. Testing in accordance with that plan will then ensue by the qualified archaeologist, who will prepare a report on findings, and an evaluation of those findings, from those tests and present that report to the City's Preservation*	Contractor	Prior to any ground disturbing activities	

	Director. Should any findings be considered as potentially significant, further archaeological investigations shall ensue as approved by the Preservation Director, by the qualified archaeologist, and the archaeologist shall prepare reports on those investigations and evaluations relative to eligibility of the findings to the Sacramento, California or National Registers of Historic Places and submit that report to the City's Preservation Director, State Historic Preservation Officer, and appropriate Native American Tribal representative/s if applicable, with recommendations for treatment, disposition, or reburials of significant findings, as appropriate. Also, at the conclusion of the pre-construction testing, evaluation and reports and recommendations, a decision will be made by the City's Preservation Director, based upon the findings of the reports, as to whether on-site monitoring during any project-related excavation or ground-disturbing activities by a qualified archaeologist will be required. *b. Discoveries during construction: In the event that any historic or prehistoric subsurface archeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, animal bone, obsidian and/or mortars are discovered during construction-related earth-moving activities, all work within 50 meters of the resources shall be halted, and a qualified archeologist will be consulted to assess the significance of the find. Archeological test excavations shall be conducted by a qualified archeologist to aid in determining the nature and integrity of the find. If the find is determined to be significant by the qualified archeologist, representatives of the City, including the City's Preservation Director, and the qualified archeologist shall coordinate to determine the appropriate course of action. All significant cultural materials recovered shall be subject to scientific analysis and professional museum curation, or reburial in accordance with Tribal consultations if required. A report shall be prepared by the qualified archeologist according to current professional standards.* *c. If a Native American site is discovered, the evaluation process shall include consultation with the appropriate Native American representatives.* *d. If Native American archeological, ethnographic, or spiritual resources are involved, all identification and treatment shall be conducted by qualified archeologists, who are certified by the Society of Professional Archeologists (SOPA) and/or meet the federal standards as stated in the Code of Federal Regulations (36 CFR 61), and Native American representatives, who are approved by the local Native American community as scholars of the cultural traditions.* *e. In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. If historic archeological sites are involved, all*			

	identified treatment is to be carried out by qualified historical archeologists, who shall meet either Register of Professional Archeologists (RPA), or 36 CFR 61 requirements. *If a human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find, and the County Coroner, and City's Preservation Director, shall be contacted immediately. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendant. The most likely descendant shall work with the contractor to develop a program for re-internment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have taken place. Work can continue on other parts of the project site while the unique archeological resource mitigation takes place.*			
	11. Transportation and Circulation			
Intersections: degrade peak period level of service from A, B, C or D (without project) to E or F (with project) or the LOS (without project) is E or F, and project generated traffic increases the peak period average vehicle delay by five seconds or more	**Mitigation Measure 6** *The City shall install signalized traffic control, two eastbound travel lanes, a left-turn pocket, and two travel lanes in the westbound direction, and a single travel lane in the northbound direction at the intersection of 14th Avenue and 82nd Street. This signal shall be installed at such time as the signal warrant is satisfied.*	City Department of Transportation	When signal warrant is satisfied per City Department of Transportation	

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RESOLUTION NO. 2011 -

Adopted by the Redevelopment Agency of the City of Sacramento

on date of

ARMY DEPOT REDEVELOPMENT PROJECT AREA: APPROVAL OF 14TH AVENUE EXTENSION PROJECT INDIVIDUAL PROJECT AGREEMENT AMENDMENT TO ADD TAX INCREMENT FUNDS FOR PUBLIC IMPROVEMENTS; AND RELATED BUDGET AND ENVIRONMENTAL FINDINGS

BACKGROUND

A. The Army Depot Redevelopment Plan calls for the installation of new or replacement of existing public improvements, facilities and utilities in areas which are currently inadequately served.

B. The 14th Avenue Extension Project (Project) meets the Army Depot Redevelopment Plan goal of preplanning, redesign and development of underdeveloped or poorly developed areas that are underutilized or improperly utilized, and the promotion of new private sector investment and strengthening of the economic base of the Project Area by installation of needed site improvements.

C. The Project is consistent with the 2009-2014 Army Depot Implementation Plan and is listed in the Redevelopment Program in which completion of the Project will eliminate blight and promote economic development.

D. In 2008, $400,000 in Army Deport Tax Increment and Tax Exempt Bond funds was approved by resolution (2008-048 and 2008-471) for the preparation of a Feasibility Study to identify infrastructure improvements and cost estimate for a new arterial street connecting Power Inn Road and Florin Perkins Road, and the preparation of CEQA clearance documents.

E. The proposed improvements will be publicly owned and are partially located in the Amy Depot Redevelopment Project Area. The proposed allocation of Army Depot Redevelopment Project Area funds is consistent with California Health and Safety Code Section 33445 amended by SB 93, Ch. 555 (effective 1/1/10) which allows Redevelopment Agencies to pay for improvements that are publicly owned and partially located in the project area, but extends beyond the project area boundary, when the required findings are made which include 1) the City of Sacramento has insufficient funds to pay for the improvements, 2) the improvements will remove blight and, 3) are consistent with Army Depot 2009-2014 Implementation Plan. Construction of the Project will significantly improve a physical and economic blighted area and help stimulate private investment.

F. The City of Sacramento desires to apply for grant funding for the remaining Project costs.

G. As required by State California Environmental Quality Act (CEQA) Guidelines Section 15096(f), the Redevelopment Agency has considered the environmental effects of the proposed project as shown in the Mitigated Negative Declaration prepared and adopted by the City. Because there is neither any new information of substantial importance nor any substantial changes with respect to the circumstances under which the project will be undertaken that would require preparation of supplemental environmental documentation, the recommended actions do not require further environmental review per State CEQA Guidelines Sections 15162 or 15163. There is no federal funding associated with this action; therefore, the National Environmental Policy Act (NEPA) does not apply.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE REDEVELOPMENT AGENCY RESOLVES AS FOLLOWS:

Section 1. All evidence presented having been duly considered, the findings, including environmental findings regarding this action as stated above, are approved.

Section 2. The Executive Director, or her designee, is authorized to amend the 2011 Sacramento Housing and Redevelopment Agency budget to defund and reallocate $88,099 from Army Depot Tax Exempt Elder Creek Road Feasibility Project funds, $1,381,854 from Army Depot Development Assistance Taxable Bond funds and $2,030,047 from Army Depot Development Assistance Tax Increment funds in amount not to exceed $3,500,000 to the 14th Avenue Extension Project (T15098600).

Section 3. The Executive Director, or her designee, is authorized to execute an amended Individual Project Agreement with the City of Sacramento's Department of Transportation to implement the 14th Avenue Extension Project (T15098600).

Section 4. In accordance with California Redevelopment Law Section 33445, the Agency further finds and determines that:

(a) The 14th Avenue Extension Project will benefit the Project Area by alleviating congestion, improving public safety, removing costly impediments to development and upgrading infrastructure to contemporary standards to stimulate private development.

(b) No other reasonable means of financing the Projects are available to the community.

(c) The payment of the cost for the Project is consistent with the Army Depot Project Area Implementation Plan (2009-2014) to create a transportation system which better links the City and encourages private investment, and will eliminate physical and economic blighting conditions that include inadequate and undersized infrastructure, and addresses depreciated and stagnant property values, high business vacancies and low lease rates inside and outside of the Project Area.