



City of Sacramento City Council

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

Meeting Date: 2/12/2013

Report Type: Consent

Title: J Street and Folsom Boulevard Lane Conversion Project (T15125400)

Report ID: 2013-00100

Location: J Street (42nd Street to 56th Street) and Folsom Boulevard (34th Street to 47th Street), District 3

Recommendation: Pass 1) a Resolution approving the preliminary designs for the J Street & Folsom Boulevard Lane Conversion Project (T15125400) and amending the FY 12/13 Capital Improvement Program by transferring \$110,000 from the Median Turn Lane Program (S15071600) (Fund 2001) to the J Street & Folsom Boulevard Lane Conversion Project (T15125400); and 2) a Resolution adopting the Initial Study for the J Street & Folsom Boulevard Lane Conversion Project.

Contact: Mehrdad Nazeri, Associate Engineer, (916) 808-7460; Nicholas Theocharides, Engineering Services Manager, (916) 808-5065, Department of Public Works

Presenter: None

Department: Public Works Department

Division: Funding & Project Development

Dept ID: 15001121

Attachments:

- 1-Description/Analysis
- 2 - Background Information
- 3 - Resolution - Approving the Preliminary Design
- 4 - Resolution - Adopting the Initial Study
- 5 - Exhibit A - Location Map
- 6 - Exhibit B - Initial Study
- 7 - Exhibit C - Comment Letters

City Attorney Review

Approved as to Form
Gerald Hicks
2/5/2013 11:18:04 AM

City Treasurer Review

Reviewed for Impact on Cash and Debt
Janelle Gray
1/29/2013 10:57:10 AM

Approvals/Acknowledgements

Department Director or Designee: Jerry Way - 2/1/2013 9:09:23 AM

Description/Analysis

Issue: The segments of J Street and Folsom Boulevard between Midtown and 65th Street have inconsistent cross sections which vary between four lanes and two lanes.

This project proposes to reduce the number of vehicular travel lanes from four to two and add a center two-way left turn lane. It will provide J Street between 42nd Street and 56th Street, and Folsom Boulevard between 34th Street and 47th Street, with standard travel lane widths and enhanced safety for bicyclists, on-street parking, left turn movements and consistency with the 2030 General Plan.

Approval of the preliminary plans, adoption of the Initial Study and transferring of funds are necessary to move forward with the design and construction of the project.

Policy Considerations: This project is consistent with the Policy No. M 1.2.2 of the 2030 General Plan, to increase transit ridership, biking, and walking, which decreases auto travel, thereby reducing air pollution, energy consumption, and greenhouse gas emissions. The project will improve neighborhood livability and improve pedestrian safety.

Economic Impacts: None.

Environmental Considerations:

California Environmental Quality Act (CEQA): In accordance with the State Guidelines for implementation of CEQA, the City's Community Development Department, Environmental Planning Services determined that the J Street and Folsom Boulevard Lane Conversion Project is a subsequent project within the scope of the Master EIR for the City of Sacramento 2030 General Plan, certified by the City as lead agency on March 3, 2009. The City prepared an Initial Study (See Exhibit B), which supports the determination that the proposed project is consistent with the Master EIR analysis. No new mitigation measures were required.

A "Notice of Subsequent Project within the Scope of the Master Environmental Impact Report for the 2030 General Plan" was distributed for a 30 day review period from September 11, 2012 through October 11, 2012. Two comment letters were received. The comments were not related to the environmental analysis. (See Exhibit C)

Sustainability Considerations: This project is consistent with Sustainability Master Plan Air Quality goals to encourage cleaner air practices by decreasing auto travel and providing bike lanes to promote biking instead of driving.

Other: None.

Commission/Committee Action: None.

Rationale for Recommendation: Approval of the preliminary plans and adoption of the Initial Study are necessary to move forward with the completion of the project.

Financial Considerations: The estimated cost to complete the J Street and Folsom Boulevard Lane Conversion Project (T15125400) is \$410,000.

The J Street and Folsom Boulevard, Lane Conversion Project (T15125400) has a total budget of \$300,000, consisting of local transportation funds. Approval of the transfer in the amount of \$110,000 (Fund 2001) from the Median Turn Lane Program (S15071600) will increase the total budget to \$410,000, which is sufficient to complete the project.

The Median Turn Lane Program (S15071600) has a total budget of \$406,013, consisting of local transportation funds. As of January 11, 2013, the unobligated balance is \$264,897, which is sufficient to complete the transfer of \$110,000 to the J Street and Folsom Boulevard Lane Conversion Project (T15125400) and the Median Turn Lane Program (S15071600) program requirements.

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

Emerging Small Business Development (ESBD): None, since no goods or services are being procured with these actions.

Background

The City of Sacramento 2030 General Plan recognizes the importance of developing a first class, efficient, multimodal transportation network that minimizes or eliminates negative impacts to the environment and neighborhoods. The Mobility Element of the General Plan contains policies that will create a well-connected transportation network, help walking become more practical for short trips, and support bicycling for both short and long distance trips.

J Street (42nd Street to 56th Street): this segment of J Street is currently a four lane facility (two through lanes in each direction), with no left turn lanes, limited parking and no bike lanes. Converting this segment of J Street from four lanes to two through lanes, with a center two-way left-turn lane, is consistent with the 2030 General Plan (the Mobility Element Section).

Folsom Boulevard (34th Street to 47th Street): this segment of Folsom Boulevard is currently a four-lane facility, with no left turn lanes and inconsistent bike lanes. Converting this segment of Folsom Boulevard from four lanes to two through lanes, with a center two-way left-turn lane and bike lanes, is consistent with the 2030 General Plan (the Mobility Element Section).

Several blocks within the central portion of J Street (west of 42nd Street) and Folsom Boulevard (west of 34th Street and east of 47th Street) have one through lane in each direction with a two-way left turn pocket (for a total of three lanes). The conversion of the proposed segments of J Street and Folsom Boulevard from four lanes to three lanes will bring these segments in line with the rest of the corridor.

Intersection and traffic analysis along both roadway segments were conducted and a “Traffic Impact Analysis” was completed, which made several recommendations to improve traffic operation.

With the implementation of the project, the vehicular travel time on Folsom Boulevard (34th Street to 47th Street) and J Street (42nd Street to 56th Street) is expected to increase by less than 10 percent.

J Street and Folsom Boulevard are scheduled to be resurfaced in 2013 as part of the regularly scheduled street maintenance program. Since restriping is required with any resurfacing project, the J Street and Folsom Boulevard improvements identified in the General Plan can be implemented at a minimal cost as part of the regularly scheduled maintenance.

Given the public interest in this project, coordination, presentation and active outreach to the community and key stakeholders including East Sacramento Chamber of Commerce, East Sacramento Preservation and East Sacramento Improvement Association were conducted.

RESOLUTION NO.

Adopted by the Sacramento City Council

**APPROVE THE PRELIMINARY DESIGN AND
TRANSFER OF FUNDS**

BACKGROUND

- A. The City of Sacramento 2030 General Plan recognizes the importance of developing a first class, efficient, multimodal transportation network that minimizes or eliminates negative impacts to the environment and neighborhoods.
- B. The proposed improvements are consistent with the 2030 General Plan.
- C. The proposed improvements enhance safety for bicyclists, on-street parking, and left turn movements.
- D. An additional \$110,000 is needed to complete the project.

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

- Section 1. The preliminary design plan for the project is approved.
- Section 2. The FY12/13 Capital Improvement Program is amended by transferring \$110,000 (Fund 2001) from the Median Turn Lane Program (S15071600) to the J Street & Folsom Boulevard Lane Conversion Project (T15125400).

RESOLUTION NO.

Adopted by the Sacramento City Council

ADOPTING THE INITIAL STUDY FOR J STREET & FOLSOM BOULEVARD LANE CONVERSION PROJECT, A SUBSEQUENT PROJECT UNDER THE MASTER ENVIRONMENTAL IMPACT REPORT FOR THE 2030 GENERAL PLAN, (T15125400)

BACKGROUND

On February 12, 2013, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.200.010(C)(1) (a), (b), and (c) and received and considered evidence concerning the J Street & Folsom Boulevard Lane Conversion Project (T15125400).

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 identified no potentially significant effects of the Project. There was no substantial evidence that the Project as revised and conditioned would have a significant effect on the environment. An Initial Study 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 specified below:
- B. On September 11, 2012, a Notice of Subsequent Project within the Scope of the Master Environmental Impact Report for the 2030 General Plan dated September 7, 2012 was circulated for public comments for 30 days. The Notice was sent to those public agencies that have jurisdiction by law with respect to the proposed project and to other interested parties and agencies. The comments of such persons and agencies were sought.
- C. On September 11, 2012, the Notice was published in the Daily Recorder, a newspaper of general circulation, and posted in the office of the Sacramento County Clerk.

Section 2. The City Council has reviewed and considered the information contained

in the Initial Study, including comments received during the public review process and the hearing on the Project. The City Council has determined that the Initial Study constitutes an adequate, accurate, objective and complete review of the environmental effects of the proposed project. The City Council finds that the project is an anticipated subsequent project, that the analyses of cumulative effects, irreversible effects on the environment, and growth-inducement in the Master EIR are adequate for the project, and that the project has no additional significant effects on the environment that were not considered and evaluated in the Master EIR.

- Section 3. Based on its review of the Initial Study and on the basis of the whole record, the City Council finds that the Initial Study 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 Initial Study for the Project.
- Section 5. Upon approval of the Project, the City Manager 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.
- Section 6. 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.
- Section 7. Exhibits A, B and C are attached and are part of this Resolution.

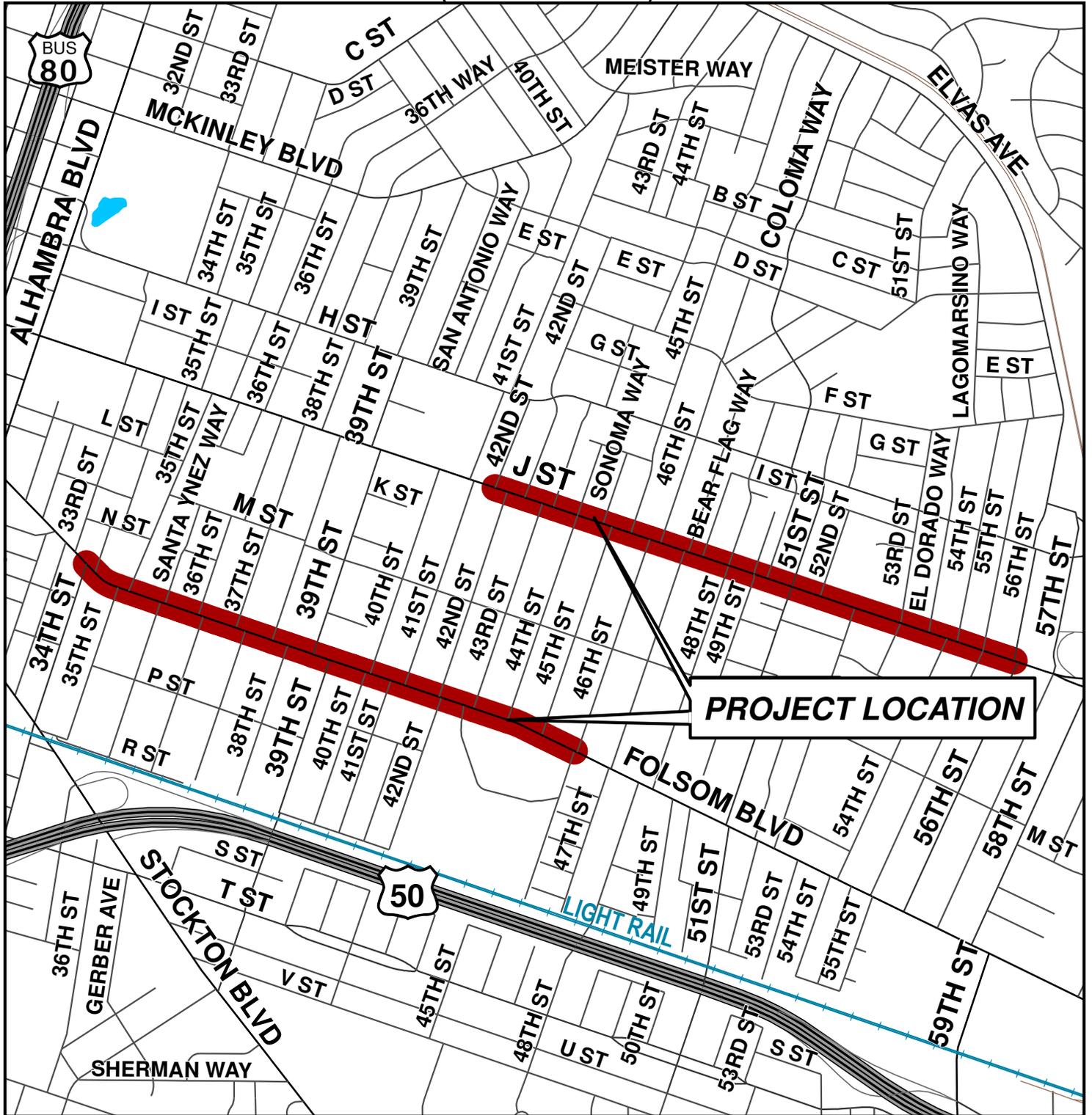
Table of Contents:

- Exhibit A: Map of the J Street & Folsom Boulevard Lane Conversion Project (T15125400)
- Exhibit B: Initial Study
- Exhibit C: Comment Letters

Location Map for

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J & Folsom, Lane Conversion Project (T15125400)



J Street and Folsom Boulevard Lane Conversion Project

INITIAL STUDY FOR ANTICIPATED SUBSEQUENT PROJECTS

UNDER THE 2030 GENERAL PLAN MASTER EIR

This Initial Study has been 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.

ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into the following sections:

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

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

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

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

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

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

SECTION I - BACKGROUND

Project Name and File Number: J Street and Folsom Boulevard Lane Conversion Project

Project Location: Vehicular travel lanes on J Street (from 42nd Street to 56th Street) and Folsom Boulevard (from 34th Street to 47th Street)

Project Applicant: Mehrdad Nazeri, Associate Civil Engineer
City of Sacramento
Public Works Department
(916) 808-7460
mnazeri@cityofsacramento.org

Environmental Planner: Dana L. Allen, Associate Planner
City of Sacramento
Community Development Department
(916) 808-2762
dallen@cityofsacramento.org

Date Initial Study Completed: September 5, 2012

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

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

The City has prepared the attached Initial Study to (a) review the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the 2030 General Plan Master EIR to determine their adequacy for the project and (b) identify any potential new or additional project-specific significant environmental effects that were not analyzed in the Master EIR and any mitigation measures or alternatives that may avoid or mitigate the identified effects to a level of insignificance, if any. The City has determined that the proposed project would not cause any additional significant environmental effect on the environment that was not previously examined in the Master EIR. The City will provide notice of this determination in the manner provided in CEQA Guidelines Section 15087.

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

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

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

Interested persons and agencies may comment on this Initial Study and the City's determination regarding environmental effects.

Please send written responses to:

Dana L. Allen
Community Development Department
City of Sacramento
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811
Direct Line: (916) 808-2762
Dallen@cityofsacramento.org

SECTION II - PROJECT DESCRIPTION

INTRODUCTION

The project is an anticipated subsequent project identified in the 2030 General Plan Master EIR. This project is consistent with General Plan Policy M1.2.2 in the Mobility Element which exempts six roadway elements from the Level of Service standard (LOS) E-F provided that the project will improve other parts of the transportation system-wide roadway capacity, make intersection improvements, or enhance non-auto travel modes in furtherance of the 2030 General Plan goals.

The Mobility Element policies seek to create a well-connected transportation network, make walking more practical for short trips, and support bicycling for both short and long distance trips. In the 2030 General Plan Master EIR, additional analysis and modeling was conducted for these two roadway segments to determine the potential impacts of reducing the number of through lanes to two lanes: Folsom Boulevard: 34th Street to 47th Street, and J Street: 42nd Street to 56th Street were. A Traffic Impact Analysis report was prepared (see Attachment 1-Traffic Impact Analysis).

This project will be implemented with the City's annual resurfacing project.

PROJECT SETTING

The project area is located in an urbanized portion of the Sacramento community. J Street (between 42nd Street and 56th Street) is currently a four-lane facility (two through lanes in each direction), with no left turn lanes, limited parking and no bike lanes. Folsom Boulevard (between 34th Street to 47th Street) is currently a four-lane facility, with no left turn lanes and intermittent bike lanes.

The project area is fully served by urban services, including water, sewer and drainage infrastructure. Located within the City of Sacramento, the project area is served by the City of Sacramento's fire and police departments.

Biological resources within the project area consist primarily of street trees and urban landscaping. The land uses along both street segments are predominately residential and commercial. There are no substantial parcels committed to agricultural production within the project area.

The road segments are included within the 70dB CNEL contour in the Master EIR. (Master EIR, Figure 6.8-8)

PROJECT OBJECTIVES

As an anticipated subsequent project identified in the 2030 General Plan Master EIR, the project is the development and implementation of a corridor design that would allow J Street (from 42nd Street to 56th Street) and Folsom Boulevard (from 34th Street to 47th Street) to function as more "complete" streets in accordance with the 2030 General Plan policies and achieve a better balance between vehicles, pedestrians, bicycles and public transit.

PROJECT DESCRIPTION

The proposed project would install a center turn lane on J Street (from 42nd Street to 56th Street) and Folsom Boulevard (from 34th Street to 47th Street). The project would convert the existing four lanes to two through lanes with a center median/ turn lane. Bike lanes would remain along Folsom Boulevard with improvement to the bike lane width from the existing variable width to 6 feet. Bike lanes may be installed along J Street from 55th to 56th Street, where feasible. Other improvements made to the street segments include:

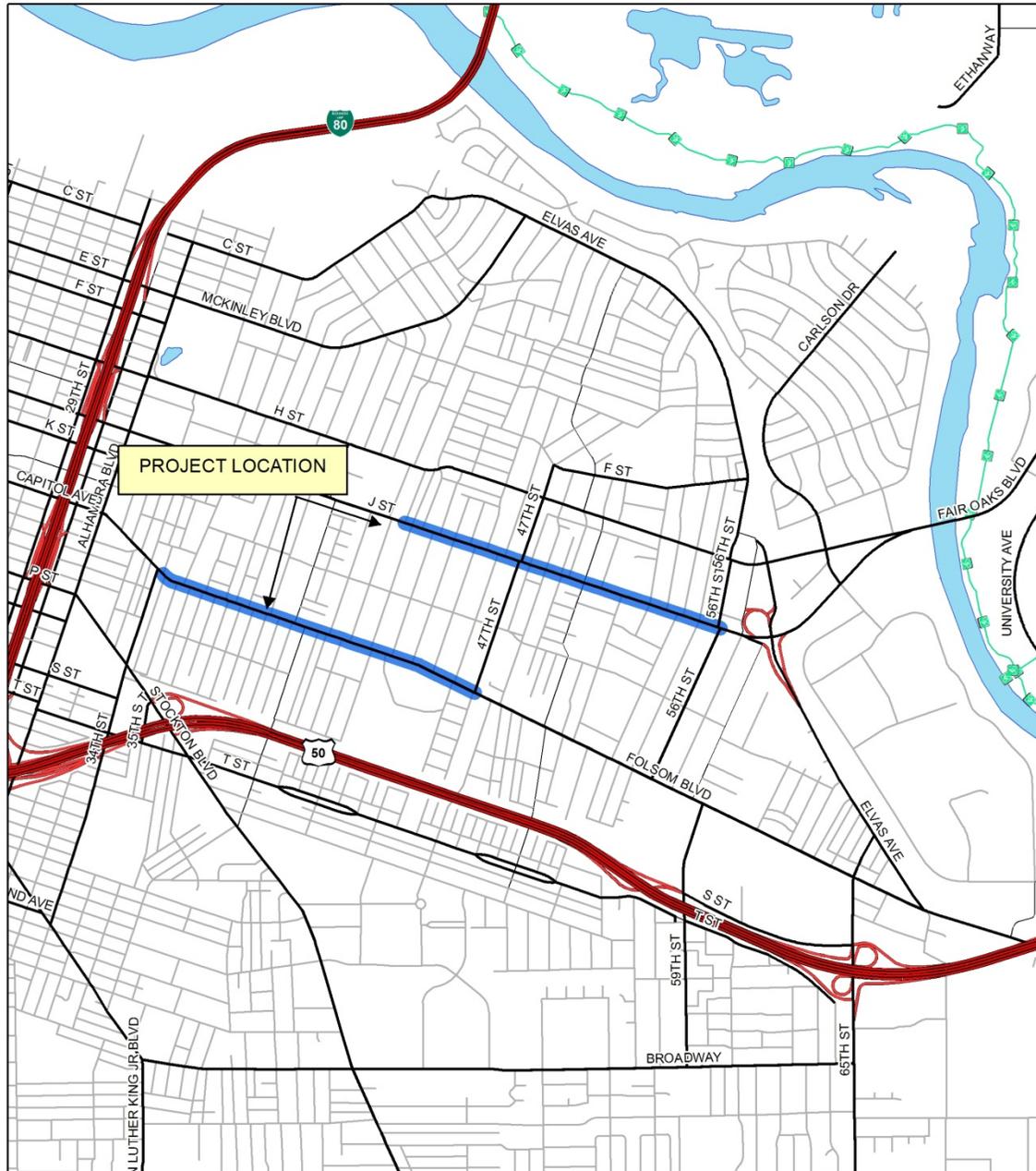
- Folsom Boulevard and 34th Street – restripe the eastbound approach to the Folsom Boulevard and 34th Street intersection to add a two-way left turn lane while maintaining one existing shared through/right lane.
- Folsom Boulevard and 39th Street – provide one through lane and a modified 10-foot wide bike lane in each direction that will operate as a right turn lane on Folsom Boulevard section between the north and south legs of 39th Street.
- J Street and 47th Street – provide detection on northbound and southbound approaches of 47th Street.
- J Street and 56th Street – maintain the existing striping at the eastbound approach to the J Street and 56th Street intersection by providing one shared through/right lane and one shared through/left lane. Restripe the westbound approach of the intersection by providing one through/right lane and one exclusive left lane. Provide detection at the northbound and southbound approaches of 56th street.

No new sidewalks are proposed as part of this project.

Attachments

Attachment 1 – Traffic Impact Analysis

Exhibit 1 - Vicinity Map



1 in = 2,000 ft

Legend:

-  Project Location



FOLSOM BL AND J ST LANE CONVERSION PROJECT
PROJECT LOCATION

Date: 1/20/2012 Map Contact: P. Sanchez

Figure 1

Exhibit 2 – Existing Cross Sections for Folsom Boulevard and J Street

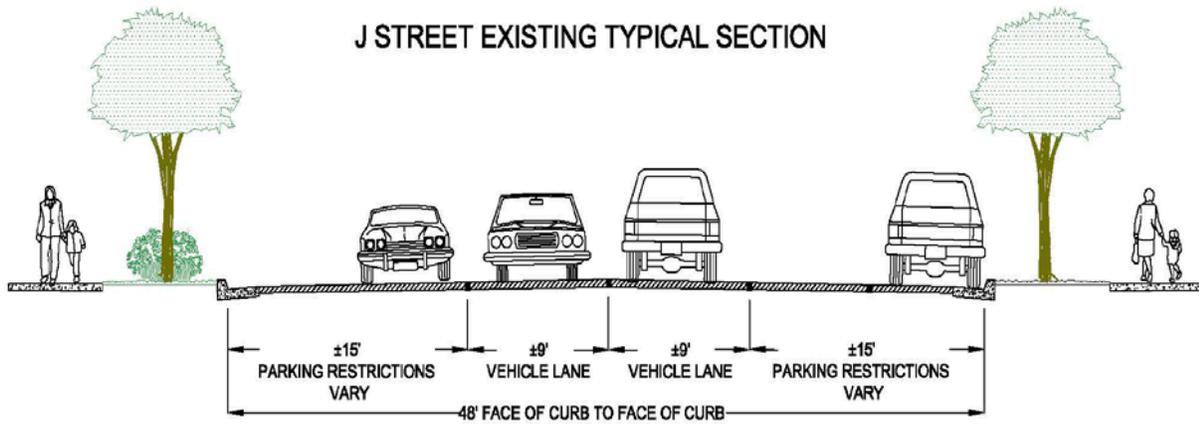
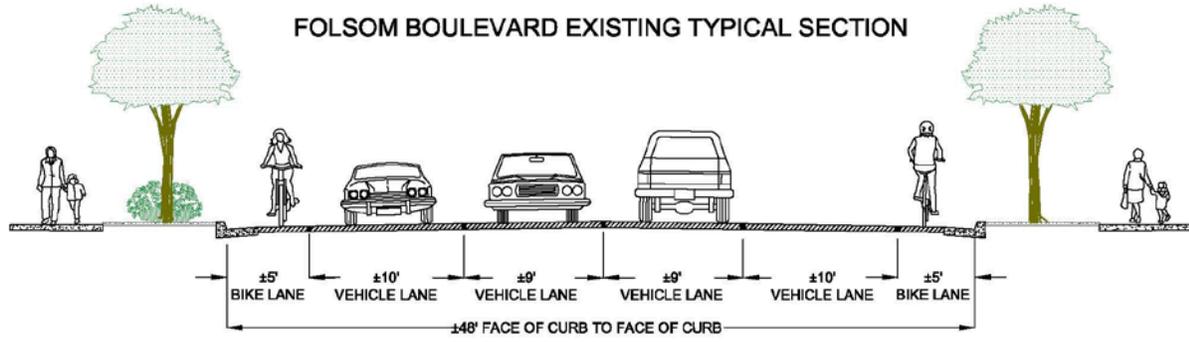


Exhibit 3 – Proposed Cross Sections for Folsom Boulevard and J Street

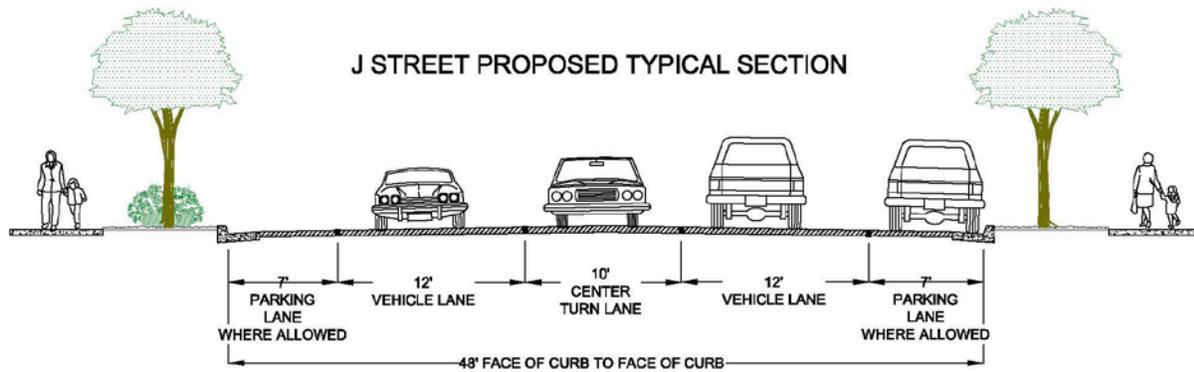
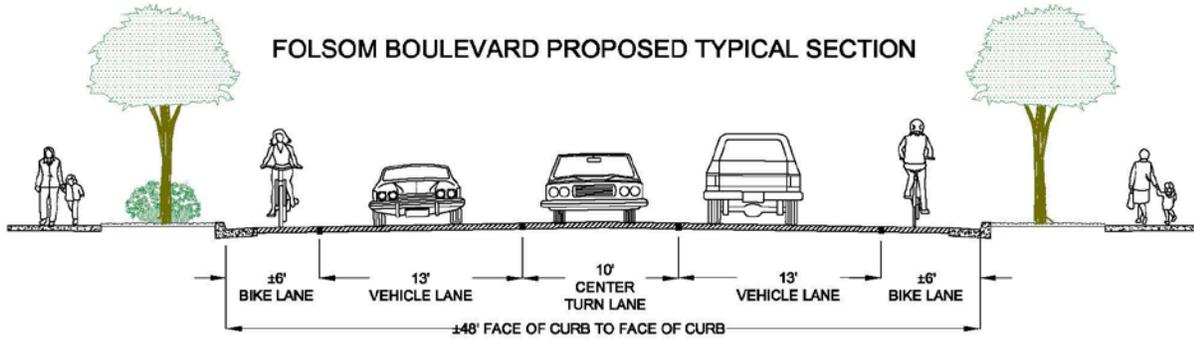
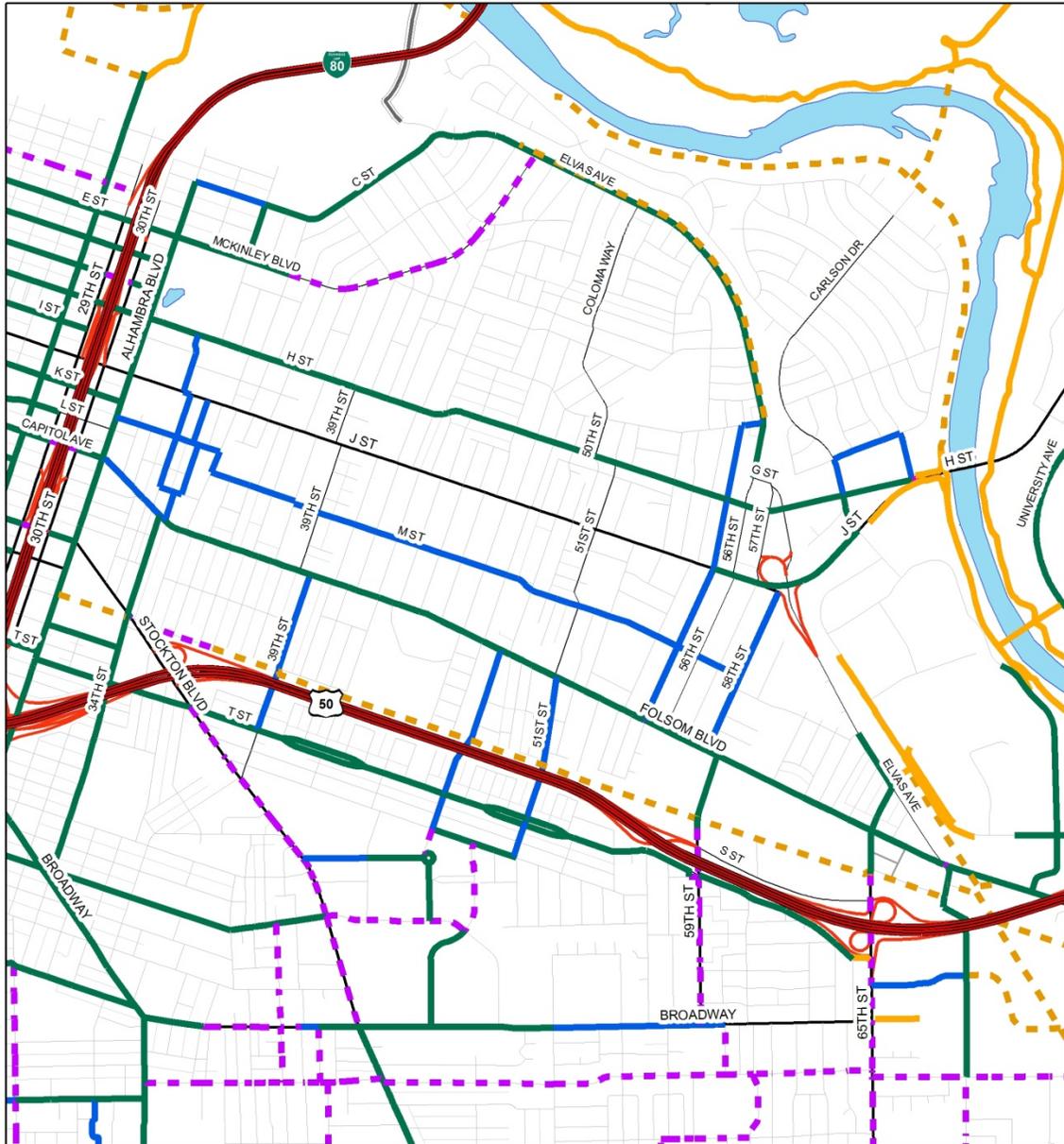


Exhibit 4 – Bikeway Master Plan 2010



- Legend:
- Existing Bike Lane Class I (Off Street)
 - - - - Proposed Bike Lane Class I (Off Street)
 - Existing Bike Lane Class II (On Street)
 - - - - Proposed Bike Lane Class II (On Street)
 - Existing Bike Route
 - - - - Proposed Bike Route
 - - - - Proposed Bike Route or Bike Lane

1 in = 2,000 ft



FOLSOM BL AND J ST LANE CONVERSION PROJECT
BIKEWAY MASTER PLAN 2010

Date: 1/23/2012 Map Contact: P. Sanchez

Figure 4

SECTION III - Environmental Checklist and Discussion

LAND USE, POPULATION AND HOUSING, AGRICULTURAL RESOURCES

INTRODUCTION

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

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

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

DISCUSSION

Land Use

The project site is located in the East Sacramento Community Planning Area of the City of Sacramento. Although this is not a development project that affects land use, the proposed project is consistent with the land use planning under the 2030 General Plan. The two street segments involved along Folsom Boulevard and J Street were identified in the 2030 General Plan as “roadways exempt from the level of service standard” that would otherwise apply. For these roadways, the analysis focuses on acceptable and unacceptable levels of service.

The 2030 General Plan, in Mobility Element Policy 1.2.2 (d), provides that a project that causes otherwise significant reductions in level of service on these roadways would comply with the 2030 General Plan, and have an acceptable level of service, if the project provides improvements to other parts of the city-wide transportation system. The design features of the project allow the street segments to maintain their current acceptable level of service. However, the project incorporates improvements to the bike lane width from the existing variable width to 6 feet. Bike lanes may be installed along J Street between 55th and 56th Streets, where feasible.

Land uses in this area are governed by the City of Sacramento 2030 General Plan. The 2030 General Plan designates the project area as follows:

Urban Corridor Low. This designation is applied to the existing commercial uses along J Street. The 2030 General Plan defines this designation as: “Urban Corridor Low includes street corridors that have multistory structures and more-intense uses at major intersections, lower-intensity uses adjacent to neighborhoods, and access to transit service throughout. At major intersections, nodes

of intense mixed-use development are bordered by lower-intensity single-use residential, retail, service, and office uses. Street-level frontage of mixed-use projects is developed with pedestrian-oriented uses. The streetscape is appointed with landscaping, lighting, public art, and other pedestrian amenities.”

Traditional Neighborhood Low. The surrounding neighborhoods of the Folsom Boulevard and J Street segments are older traditional neighborhoods. The 2030 General Plan defines this designation as: “This designation provides for moderate-intensity housing and neighborhood-support uses including the following:

- Single-family detached dwellings
- Single-family attached dwellings (e.g., duplexes, triplexes, townhomes)
- Accessory second units
- Limited neighborhood-serving commercial on lots two acres or less
- Compatible public, quasi-public, and special uses.”

Public/Quasi Public. This designation is applied to A. Warren McClaskey Adult Center at 5241 J Street.

Agricultural Resources

The Master EIR discussed the potential impact of development under the 2030 General Plan on agricultural resources. See Master EIR, Chapter 6.2. In addition to evaluating the effect of the General Plan on sites within the City, the Master EIR noted that to the extent the 2030 General Plan accommodates future growth within the City limits, the conversion of farmland outside the City limits is minimized. (Master EIR, page 6.2-13) The Master EIR concluded that the impact of the 2030 General Plan on agricultural resources within the City was less than significant.

For purposes of CEQA, the California Department of Conservation Farmland Monitoring and Mapping Program (FMMP) is typically used to identify the agricultural value of the land. The project site and surrounding areas are classified by the FMMP as: “Urban and Built-up Lands: This includes lands used for residential, industrial, commercial, construction, institutional, public administrative purposes, railroad yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment plants, water control structures and other development purposes.”

There are no lands designated as Prime Farmlands and Farmlands of Statewide Importance shown on the CFMMP map or any Williamson Act Contracts in the East Sacramento Community Planning Area or on or near the site. As such, the proposed project will have no impact on Prime Farmlands and Farmlands of Statewide Importance or agriculturally zoned lands. The proposed project would not impact agricultural resources or forestry lands.

Energy

There are no structures proposed as part of the project. Construction of the bike lanes would enable residents, students and employees who live and work within area to conserve energy by facilitating the use of bicycles as an alternative mode of transportation.

Installation of improvements for bike lanes would be consistent with 2030 General Plan goals which promote projects that reduce demand on non-renewable energy resources. See, e.g., Goal U 6.1 - Adequate Level of Service. (Provide for the energy needs of the city and decrease dependence on nonrenewable energy sources through energy conservation, efficiency, and renewable resource strategies.) See also Goal M 1.2.1 - Multimodal Choices. (The City shall promote development of an integrated, multi-modal transportation system that offers attractive choices among modes including pedestrian ways, public transportation, roadways, bikeways, rail, waterways, and aviation and reduces air pollution and greenhouse gas emissions.)

CEQA ENVIRONMENTAL SCREENING CHECKLIST

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

ENVIRONMENTAL AND REGULATORY SETTING

The project site lies within the urbanized area of Sacramento in the Sacramento Valley Air Basin (SVAB), and is subject to federal, state, and local air quality regulations. The project site is in Sacramento County, under the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD). The SMAQMD is responsible for implementing emissions standards and other requirements of federal and state laws.

Both federal and State Ambient Air Quality Standards (AAQS) have been established for criteria air pollutants, with the California AAQS (CAAQS) being more stringent than federal AAQS. While federal and State standards are set to protect public health, adverse health effects still result from air pollution. Table 3 summarizes attainment status for Sacramento County with regards to the CAAQS.

Ozone

The concentration of ground level ozone, commonly referred to as smog, is greatest on warm, windless, sunny days. Ozone is not emitted directly into the air, but forms through a complex

series of chemical reactions between two directly emitted ozone precursors – reactive organic gases (ROG) and nitrogen oxides (NOx). These reactions occur over time in the presence of sunlight. The principal sources of the ozone precursors (ROG and NOx) are the combustion of fuels and the evaporation of solvents, paints, and fuels. As a cumulative result of Sacramento regional development patterns, however, motor vehicles produce the majority of ozone precursor emissions. In fact, over 70% of the NOx produced in the region is from motor vehicles. Recognizing the health impacts of day-long ozone exposure, the EPA promulgated an 8-hour standard for ozone in 1997 as a successor to the 1-hour standard.

**TABLE 1
AIR QUALITY STANDARDS ATTAINMENT STATUS CHART
for Sacramento County**

Parameter	California Standard	Federal Standard
Ozone	Non-Attainment Classification = Serious (1 hour and 8 hour Standards)	Non-Attainment Classification = Serious (8 hour Standard)
Particulate Matter- 10 Micron	Non-Attainment (24 hour Standard and Annual Mean)	Non-Attainment*, Classification = Moderate (24 hr std)
Particulate Matter- 2.5 Micron	Non-Attainment (Annual Standard)	Attainment/Unclassified (24 hour Standard and Annual Mean)
Carbon Monoxide	Attainment (1 hour and 8 hour Standards)	Attainment (1 hour and 8 hour Standards)
Nitrogen Dioxide	Attainment (1 hour Standard)	Attainment (Annual Standard)
Sulfur Dioxide	Attainment (1 hour and 24 hour Standards)	Attainment (3 hour, 24 hour, and Annual Standards)
Lead	Attainment (30 Day Standard)	Attainment (Calendar Quarter)
Visibility Reducing Particles	Unclassified (8 hour Standard)	No Federal Standard
Sulfates	Attainment (24 hour Standard)	No Federal Standard
Hydrogen Sulfide	Unclassified (1 hour Standard)	No Federal Standard

Particulates

Airborne dust contains fine particulate matter (PM₁₀ and PM_{2.5}) includes a wide range of solid or liquid particles, such as smoke, dust, aerosols and metallic oxides. PM₁₀ (particles with aerodynamic diameters less than 10 microns) can remain in the atmosphere for up to seven days before it is removed from rainout, washout, and gravitational settling. The level of fine particulate matter in the air is a public health concern because PM₁₀ can bypass the body's natural filtration system more easily than larger particles, and can lodge deep in the lungs. The health effects vary depending on a variety of factors, including the type and size of particles. Research has demonstrated a correlation between high PM₁₀ concentrations and increased mortality rates. Elevated PM₁₀ concentrations can also aggravate chronic respiratory illnesses such as bronchitis and asthma.

In December 2006 the Environmental Protection Agency (EPA) revised the national ambient air quality standard for fine particle pollution to provide increased protection of public health and welfare. The revised standard is 35 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$) for particles less than or equal to 2.5 micrometers in diameter ($\text{PM}_{2.5}$), averaged over 24 hours. In December 2008 the EPA Administrator identified nonattainment areas, and in October 2009 confirmed the designations. Sacramento County is included on this list, along with portions of surrounding counties that contribute to the nonattainment conditions.

Carbon Monoxide (CO)

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

STANDARDS OF SIGNIFICANCE

In accordance with the Sacramento Metropolitan Air Quality Management District (SMAQMD) *CEQA Guide December 2009*, a project is considered to have a significant air quality impact if any of the following quantitative conditions occur:

- Ozone: The project will increase nitrogen oxide levels above 85 pounds per day for short term construction effects. The project increases either ozone precursors, nitrogen oxides (NOx) or reactive organic gases (ROG) above 65 pounds per day for long-term effects (operation of the project).
- Particulate Matter (PM10): The project emits pollutants at a level equal to, or greater than five percent of the CAAGS (50 micrograms/cubic meter for 24 hours) if there is an existing or projected violation. However, if a project is below the ROG and NOx thresholds, it is assumed that the project is below the PM 10 thresholds as well.
- Carbon Monoxide (CO): The project results in CO concentrations that exceed the 1-hour State ambient air quality standard of 20.0 parts per million (ppm) or the 8 hour State ambient standard of 9.0 ppm.

Ambient air quality standards have not been established for toxic air contaminants (TAC). TAC exposure is deemed to be significant if:

- TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources.

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

The Master EIR addressed the potential effects of the 2030 General Plan on ambient air quality and the potential for exposure of people, especially sensitive receptors such as children or the elderly, to unhealthy pollutant concentrations. See Master EIR, Chapter 6.1.

Policies in the 2030 General Plan in Environmental Resources were identified as mitigating potential effects of development that could occur under the 2030 General Plan. For example, Policy ER 6.1.1 calls for the City to work with the California Air Resources Board and the Sacramento Metropolitan Air Quality Management District (SMAQMD) to meet state and federal air quality standards; Policy ER 6.1.12 requires the City to review proposed development projects to ensure that the projects incorporate feasible measures that reduce construction and operational emissions; Policy ER 6.1.11 calls for coordination of City efforts with SMAQMD; and Policy ER 6.1.15 requires the City to give preference to contractors using reduced-emission equipment.

The Master EIR identified exposure to sources of toxic air contaminants (TAC) as a potential effect. Policies in the 2030 General Plan would reduce the effect to a less-than-significant level. The policies include ER 6.1.5, requiring consideration of current guidance provided by the Air Resources Board and SMAQMD; requiring development adjacent to stationary or mobile TAC sources to be designed with consideration of such exposure in design, landscaping and filters; as well as Policies ER 6.11.1 and ER 6.11.15, referred to above. The Master EIR identified impacts related to TAC emissions, and identified the following mitigation measure.

Mitigation Measure 6.1.6 - General Plan Policy ER 6.1.8 - Development Near TAC Sources: The City shall ensure that new development with sensitive uses located adjacent to toxic air contaminant sources, as identified by the California Air Resources Board (CARB), reduces potential health risks. In its review of these projects, the City shall consider current guidance provided by and consult with the CARB and the Sacramento Metropolitan Air Quality Management District.

Mitigation Measures from 2030 General Plan Master EIR that Apply to Project. None. The proposed project does not introduce new development near sources of toxic air contaminants.

California Ambient Air Quality Standard (CAAQS). For PM_{10} , a project would have a significant impact if it would emit pollutants at a level equal to or greater than five percent of the CAAQS (50 micrograms/cubic meter for 24 hours) if there were an existing or projected violation; however, if a project is below the ROG and NO_x thresholds, the project is considered to be below the PM_{10} threshold as well (SMAQMD, 2004).

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

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

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

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

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

Policies identified in the 2030 General Plan include directives relating to sustainable development patterns and practices, and increasing the viability of pedestrian, bicycle and public transit modes. A complete list of policies addressing climate change is included in the Master EIR in Table 8-5, pages 8-50 et seq. The Master EIR includes additional discussion of greenhouse gas emissions and climate change in response to written comments. See changes to Chapter 8 at Master EIR pages 2-19 et seq. See also Letter 2 and response.

ANSWERS TO CHECKLIST

QUESTIONS A THROUGH E

The project would revise the design of the roadway segments, with the goal of making the roadways more amenable to pedestrian and bicycle travel. The proposed project does not include any development that would increase the volume of traffic along the affected roadways or in the project area.

The project would not result in overall emissions in excess of those utilized in the Master EIR for analysis of cumulative effects, and the project would not have any additional significant environmental effects.

QUESTION F

Decreasing vehicle miles travelled is a key strategy in the City's efforts to reduce greenhouse gas emissions, and the project would support this effort. The cumulative effects of greenhouse gas emissions that could be generated by development under the 2030 General Plan was evaluated in the Master EIR. The project would not impede the City's efforts to comply with statewide mandates for reduction of greenhouse gases. The project would not have any additional significant environmental effects.

MITIGATION MEASURES

None required.

FINDINGS

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

Issues: 2. <u>BIOLOGICAL RESOURCES</u> Would the proposal result in impacts to:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X
c) Have substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X
e) Conflict with any local policies or ordinances protecting biological resources such as a tree preservation			X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community conservation Plan, or other approved local, regional, or state habitat conservation plan?			X

ENVIRONMENTAL SETTING

The subject site is located in the urbanized and developed East Sacramento Community Plan area. There are no known sensitive habitats or occurrences of special status species in the site.

Vegetative Communities and Habitats. The East Sacramento area is a developed urban area which generally includes ornamental or ruderal vegetation. The site and surrounding neighborhood include ornamental landscaping which consist of areas supporting introduced or non-native trees, shrubs, flowers, and turf grass. Typical species include London Plane tree, European hackberry, ginkgo, sweetgum, gum trees, pepper trees, Canary Island date palm and Mexican fan palm. Despite their highly-manicured and intensively-maintained appearance, urban landscapes offer local wildlife populations a variety of habitat types for exploiting food, nesting, and cover resources. Wildlife species typically observed throughout ornamental landscaped areas included, raccoon, black tailed hare, opossum, Anna's humming bird, northern flicker, dark- eyed junco, mallard, wood duck, great blue heron, Canada goose, American robin, and western scrub jay, red-tailed hawk, and red-shouldered hawk.

Sensitive Biological Resource Areas or Special Status Species Habitats. There are no sensitive biological communities such as natural wetland areas, natural riparian areas or vernal pools on or immediately adjacent to the affected sections of Folsom Boulevard and J Street. Figure 6.2-3 of the Master EIR (Sensitive Biological Elements) identifies areas that are considered sensitive habitat.

REGULATORY SETTING

Although there are few natural habitat areas in the project area, the mature trees in the area provide nesting sites for a variety of bird species and are also protected by the City's Tree Ordinance. Existing regulations applicable to the project include:

Federal Migratory Bird Treaty Act

Pursuant to the *Migratory Bird Treaty Act* (MBTA) of 1918, as amended in 1972, federal law prohibits the taking of migratory birds or their nests or eggs (16 U.S.C. Section 703). The Act covers the taking of any nests or eggs of migratory birds, except as allowed by permit pursuant to 50 CFR, Part 21. Disturbances causing nest abandonment and/or loss of reproductive effort (i.e., killing or abandonment of eggs or young) may also be considered a "take." This regulation seeks to protect migratory birds and active nests. In 1972, the MBTA was amended to include protection for migratory birds of prey (e.g., raptors). The MBTA protects over 800 species including geese, ducks, shorebirds, raptors, songbirds, and many relatively common species, (i.e., white-crowned sparrow, mourning dove, and red-wing blackbird).

City of Sacramento Tree Preservation Ordinance

The City of Sacramento adopted the Tree Preservation Ordinance to protect trees as they are a significant resource for the community. It is the City's policy to retain trees whenever possible regardless of their size. When circumstances will not allow for retention, permits are required to remove heritage trees that are within the City's jurisdiction. Removal of, or construction around, trees that are protected by the tree ordinance are subject to permission and inspection by City arborists. The City of Sacramento Tree Service Division reviews project plans and works with the City of Sacramento Public Works during the construction process to minimize impacts to street trees in the City.

STANDARDS OF SIGNIFICANCE

The impact of the project on biological resources was evaluated in terms of mandatory findings of significance at Section 15065 of CEQA and Appendix G of the State CEQA Guidelines. Impacts on biological resources are considered significant if the proposed project would:

- create a potential health hazard, or involve the use, production or disposal of materials that pose a hazard to plant or animal populations in the affected area;
- result in substantial degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of threatened or endangered species of plant or animal; or
- affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands); or

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

Chapter 6.3 of the Master EIR evaluated the effects of the 2030 General Plan on biological resources within the general plan policy area. The Master EIR identified potential impacts in terms of degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status birds, through the loss of both nesting and foraging habitat.

Policies in the 2030 General Plan were identified as mitigating the effects of development that could occur under the provisions of the 2030 General Plan. Policy 2.1.5 calls for the City to preserve the ecological integrity of creek corridors and other riparian resources; Policy ER 2.1.10 requires the City to consider the potential impact on sensitive plants for each project and to require pre-construction surveys when appropriate; and Policy 2.1.11 requires the City to coordinate its actions with those of the California Department Fish and Game, U.S. Fish and Wildlife Service, and other agencies in the protection of resources.

The Master EIR identified the following impacts and mitigation measures related to development under the 2030 General Plan applicable to the East Sacramento Community Planning Area: **Impact 6.3-13:** Implementation of the City's 2030 General Plan and regional buildout assumed in the Sacramento Valley could result in a regional loss of special-status plant or wildlife species or their habitat.

Mitigation Measure 6.3-2 - General Plan Policy ER 2.1.10 - Habitat Assessments: The City shall consider the potential impact on sensitive plants and for each project requiring discretionary approval and shall require preconstruction surveys and/or habitat assessments for sensitive plant and wildlife species. If the preconstruction survey and/or habitat assessment determines that suitable habitat for sensitive plant and/or wildlife species is present, then either (1) protocol-level or industry recognized (if no protocol has been established) surveys shall be conducted; or (2) presence of the species shall be assumed to occur in suitable habitat on the project site. Survey Reports shall be prepared and submitted to the City and the CDFG or USFWS (depending on the species) for further consultation and development of avoidance and/or mitigation measures consistent with state and federal law.

Impact 6.3-14: Implementation of the 2030 General Plan and regional buildout assumed in the Sacramento Valley could contribute to the cumulative loss of sensitive natural communities including wetlands and riparian habitat in the region.

The Master EIR concluded that the cumulative effects of development that could occur under the 2030 General Plan would be significant and unavoidable as they related to effects on special-status plant species (Impact 6.3-2), reduction of habitat for special-status invertebrates (Impact 6.3-3), loss of habitat for special-status birds (Impact 6.3-4), loss of habitat for special-status amphibians and reptiles (Impact 6.3-5), loss of habitat for special-status mammals (Impact 6.5-6), special-status fish (Impact 6.3-7) and, in general, loss of riparian habitat, wetlands and sensitive natural communities such as elderberry savannah (Impacts 6.3-8 through 10).

Mitigation Measures from 2030 General Plan Master EIR that Apply to Project. None. The proposed project does not affect sensitive habitats or special status species.

ANSWERS TO CHECKLIST

QUESTIONS A THROUGH F

The proposed project is not located within or near riparian habitat or other sensitive natural communities. The project area is a developed and urbanized area. The proposed project would be constructed within existing rights-of-way and no widening of the right-of-way is required. The proposed project would have a minimal effect on existing street trees.

The site is not located within or adjacent to wetland areas identified in the Master EIR. The project site is an existing developed roadway and right-of-way which is not located on or within known jurisdictional waters or wetlands, and the project would have no impact on wetland resources.

MITIGATION MEASURES

None required.

FINDINGS

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

Issues: 3. <u>CULTURAL RESOURCES</u> <i>Would the proposal:</i>	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 resource as defined in § 15064.5?			X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			X
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X
d) Disturb any human remains, including those interred outside of formal cemeteries?			X

ENVIRONMENTAL SETTING

The Project Area is located within the City of Sacramento, the largest city in California’s Central Valley. The valley lies between the Sierra Nevada Mountains on the east and the North Coast Range on the west. Sacramento is situated on alluvial valley land south of the American River and east of the Sacramento River. Elevation ranges from about five feet above mean sea level along the Sacramento and American river banks to about 35 feet in the highest downtown areas. The average elevation is perhaps 15 to 20 feet above sea level.

The Master EIR includes a substantial discussion of the history of the Sacramento area, and the discussion is incorporated here by reference. The project area is considered to be an area of low sensitivity for historic and pre-historic resources.

STANDARDS OF SIGNIFICANCE

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

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

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

The Master EIR acknowledged that the cumulative effects on cultural resources that could result from development under the 2030 General Plan would be significant and unavoidable. (See Impact 6.4-1, Master EIR page 6.4-26). Various goals and policies of the 2030 General Plan were identified as mitigating such effects, including responsibility of the City to identify such resources (Policy HCR 2.1.1) and Policy 2.1.14, which provides that demolition of historic resources should be considered only as a last result. The goals and policies mitigating effects are set forth in the Master EIR, pages 6.4-22-25.

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

The Master EIR evaluated the potential effects of development under the 2030 General Plan on prehistoric and historic resources. See Chapter 6.4. The Master EIR identified significant and unavoidable effects on historic resources and archaeological resources. General Plan policies identified as reducing such effects call for identification of resources on project sites (Policy HCR 2.1.1), implementation of applicable laws and regulations (Policy HCR 2.1.2 and HCR 2.1.15), early consultation with owners and land developers to minimize effects (Policy HCR 2.1.10 and encouragement of adaptive reuse of historic resources (Policy HCR 2.1.13). Demolition of historic resources is deemed a last resort. (Policy HCR 1.1.14).

Mitigation Measures from 2030 General Plan Master EIR that Apply to Project. No mitigation measures are available from the 2030 General Plan Master EIR that apply to the Project.

ANSWERS TO CHECKLIST

QUESTIONS A THROUGH D

There are no historic resources the proposed project would be affected by the proposed project. The project site is located in an area that is generally considered of low sensitivity for cultural resources (General Plan Master EIR Figure 6.4-1). The project involves re-striping to achieve a new roadway configuration, but does not involve excavation beyond that required as part of normal street maintenance and re-surfacing. Impacts to below-ground cultural resources would be less-than-significant. No additional significant effects would occur. There are no known geological or paleontological resources in the vicinity of the affected site and none were identified in the prior EIRs. No impact would occur.

MITIGATION MEASURES

None required.

FINDINGS

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

Issues: <u>5.GEOLOGY AND SOILS</u> Would the project:	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

ENVIRONMENTAL SETTING

Geology and Topography. The project area is located in Sacramento County in part of the Great Valley of California. The Great Valley is a flat alluvial plain approximately 50 miles wide and 400 miles long in the central portion of California. Its northern part is the Sacramento Valley drained by the Sacramento River, and its southern part is the San Joaquin Valley drained by the San Joaquin River. It is surrounded by the Sierra Nevada to the east, the Tehachapi Mountains to the south, Coastal Range to the west, and Cascade Range to the north. The topography of the area is relatively flat.

Earthquake Faults and Seismicity. There are no known faults within the greater Sacramento region. Faults located closest to the urbanized area of Sacramento are the Bear Mountain and New Melones faults to the east, and the Midland Fault to the west. The Bear Mountains fault is the westerly-most fault within the Foothills fault zone, which consists of numerous northwesterly trending faults along the western edge of the Sierra Nevada. The Foothills fault zone is generally bounded by the Bear Mountains and New Melones fault zones. The Sacramento region has experienced groundshaking originating from faults in the Foothills fault zone. In addition, another possible fault lies northwest of Sacramento called the Dunnigan Hills fault.

REGULATORY SETTING

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

STANDARDS OF SIGNIFICANCE

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

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

Chapter 6.5 of the Master EIR evaluated the potential effects related to seismic hazards, underlying soil characteristics, slope stability, erosion, existing mineral resources and paleontological resources in the general plan policy area. Implementation of identified policies in the 2030 General Plan reduced all effects to a less-than-significant level. Policies EC 1.1.1 through 1.1.3 require regular review of the City's seismic and geologic safety standards, geotechnical investigations for project sites and retrofit of critical facilities such as hospitals and schools.

Mitigation Measures from 2030 General Plan Master EIR that Apply to Project. No mitigation measures are available from the 2030 General Plan Master EIR that apply to the Project.

ANSWERS TO CHECKLIST

QUESTION A

The proposed project is located within existing rights-of-way. No structures would be constructed.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Geology and Soils.

Issues: 6. <u>HAZARDS</u> Would the project:	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

ENVIRONMENTAL SETTING

The project area is located in an urbanized portion of the Sacramento community. J Street (between 42nd Street and 56th Street) is currently a four-lane facility (two through lanes in each direction), with no left turn lanes, limited parking and no bike lanes. Folsom Boulevard (between 34th Street to 47th Street) segment is currently at four-lane facility, with no left turn lanes and intermittent bike lanes.

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

The Master EIR evaluated effects of development on hazardous materials, emergency response and aircraft crash hazards. See Chapter 6.6. Implementation of the 2030 General Plan may result in the exposure of people to hazards and hazardous materials during construction activities, and exposure of people to hazards and hazardous materials during the life of the General Plan. Impacts identified related to construction activities and operations were found to be less than significant. Policies included in the 2030 general Plan, including PHS 3.1.1 (investigation of sites for contamination) and PHS 3.1.2 (preparation of hazardous materials actions plans when appropriate) were effective in reducing the identified impacts.

Mitigation Measures from 2030 General Plan Master EIR that Apply to Project. No mitigation measures are available from the 2030 General Plan Master EIR that apply to the Project.

STANDARDS OF SIGNIFICANCE

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

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

ANSWERS TO CHECKLIST

QUESTIONS A AND B

The State Department of Toxic Substances Control (DTSC) EnviroStor does not list any sites in the project vicinity. The proposed project would involve only limited earthmoving and excavation which would expose soils. There are no known contaminated soils in the road right-of-way. There are no known sources of asbestos in the roadway. No demolition or alteration of structures containing asbestos will occur. Impacts are less than significant.

MITIGATION MEASURES

None required.

FINDINGS

The proposed action does not pose any new, unusual or significant public hazards. The project would not result in any additional significant environmental effects.

Issues: 8. <u>HYDROLOGY AND WATER QUALITY</u> Would the project:	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

ENVIRONMENTAL SETTING

Surface Water Resources. Major surface water resources in Sacramento include the Sacramento River, the American River and their tributaries. The Sacramento River Basin encompasses about 27,000 square miles and is bounded by the Sierra Nevada to the east, the Coast Ranges to the west, the Cascade Range and Trinity Mountains to the north, and the Delta to the southeast. The Sacramento River Basin is the largest river in California.

The American River watershed is situated on the western slope of the Sierra Nevada, extending from the spine of the Sierra Nevada westward to the City of Sacramento. Elevations in the watershed range from above 10,000 feet in the high Sierra to 23 feet above mean sea level at the confluence of the American and Sacramento rivers. The river is regulated by dams, canals, pipelines, and penstocks for power generation, flood control, water supply, recreation, and fisheries and wildlife management. The Folsom Dam is located on the American River, owned and operated by the U.S. Bureau of Reclamation. Folsom Lake and its afterbay, Lake Natomas, release water to the lower American River and to the Folsom South Canal. The operation of Folsom Dam directly affects most of the water utilities on the American River system.

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

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

Chapter 6.7 of the Master EIR evaluates the potential effects of the 2030 General Plan as they relate to surface water, groundwater, flooding, stormwater and water quality. Potential effects include water quality degradation due to construction activities (Impacts 6.7-1, 6.7-2), and exposure of people to flood risks (Impacts 6.7-3, 6.7-4). Policies included in the 2030 General Plan, including a directive for regional cooperation (Policies ER 1.1.2, EC 2.1.1, EC 2.1.1), comprehensive flood management (Policy EC 2.1.14), and construction of adequate drainage facilities with new development (Policy U 4.1.1) were identified that reduced all impacts to a less-than-significant level.

Mitigation Measures from 2030 General Plan Master EIR that Apply to Project. No mitigation measures are available from the Master EIR that apply to the Project. The project will not alter drainage patterns or result in new development that would substantially increase storm water runoff.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, 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:

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

ANSWERS TO CHECKLIST

QUESTIONS A AND B

The proposed project may result in some sedimentation and construction-period erosion and runoff. Construction-related activities have the potential to impact water quality. Fuel, oil, grease, solvents, concrete wash and other chemicals used in construction activities have the potential of creating toxic problems if allowed to enter a waterway. Construction activities are also a source of various other materials including trash, soap, and sanitary wastes. The proposed project would be required to comply with the City's NPDES Permit Best Management Practices and Erosion and Sediment Control Ordinance. This is consistent with the findings of the Master EIR. No additional impacts are identified and no mitigation measures are required.

The subject site is located within the City of Sacramento within a portion of the 100-year flood plain which is protected by levees. The site lies within the portion of the City of Sacramento that is designated Zone X on the City of Sacramento Flood Insurance Rate Map (FIRM), current as of December 2008. These zones are protected by levees or other flood control improvements and do not have restrictions.

The proposed project would result in a redesign of the travel lanes along the affected roadway segments. There would be no change in drainage characteristics. The proposed project would not interfere or alter any flood corridors, or change the risk of flooding in the surrounding area.

MITIGATION MEASURES

None required.

FINDINGS

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p><u>9. LIGHT AND GLARE</u> Would the proposal: Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</p>			X

ENVIRONMENTAL SETTING

The project area is urbanized. J Street and Folsom Boulevard are arterial roadways, and the parcels along each street segment are predominantly residential with commercial sites interspersed in several areas. J Street is an east-west arterial roadway that provides access to the Capital City Freeway. To the west, J Street continues west of the freeway into the Central City. To the east, the roadway extends beyond Elvas Avenue to the American River. Currently, J Street between 42nd Street and 56th Street has four lanes (two lanes in each direction) with limited parking. J Street west of 42nd Street has one lane in each direction with a center two-way left turn lane and parking. J Street east of 56th Street has two lanes in each direction with limited parking

Folsom Boulevard is an east-west arterial roadway. To the west, Folsom Boulevard extends to Alhambra Boulevard. West of Alhambra Boulevard, it becomes Capitol Avenue and extends through the Central City. To the east, the roadway extends to the City limits and continues into Sacramento County. Between 34th Street and 47th Street Folsom Boulevard currently has four lanes (two lanes in each direction) with bike lanes. West of 34th Street, Folsom Boulevard has one lane in each direction with a center two-way left turn lane and parking. East of 47th Street, Folsom Boulevard has one lane in each direction with a two-way left turn lane, parking on the south side of the street and bike lane on the north side.

STANDARDS OF SIGNIFICANCE

The City of Sacramento considers the following to be potentially significant impacts:

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

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

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

The 2030 General Plan includes goals and policies that encourage the retention of urban neighborhoods with attention to design of buildings and a mix if uses. (See 2030 General Plan, Land Use, Goal LU 4.4 and Policies 4.4.1 through 4.4.6) Major circulation corridors are recognized as important to access and travel within the community, but policies encourage good design and careful attention to visual and physical character. (See Goal LU 6.1 and Policies 6.1.10 through 6.1.14).

Potential impacts due to light and glare were identified in the Master EIR. Mitigation in the form of general plan policies reduced the cumulative impact to a less-than-significant level. (See Master EIR, Section 6.13, Urban Design and Visual Resources).

ANSWERS TO CHECKLIST

QUESTION

The proposed project does not include any new lighting or new buildings with highly reflective materials. No impacts related to light and glare would occur.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to light and glare.

Issues: 10. <u>NOISE</u> Would the proposed project:	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

ENVIRONMENTAL SETTING

Noise is defined as unwanted sound. Sound levels are usually measured and expressed in decibels (dB) with 0 dB being the threshold of hearing. Typical examples of decibel levels would be low decibel level of 50 dB for light traffic to a high decibel level of 120 dB for a jet takeoff at 200 feet. Noise levels which exceed 140 dB may cause pain to the person experienced them. There are various methods for assessing noise levels. CNEL refers to Community Noise Equivalent Level which is defined as the 24-hour average noise level with

noise occurring during evening hours (7 - 10 p.m.) weighted by a factor of three and nighttime hours weighted by a factor of 10 prior to averaging. Ldn is similar to CNEL however; the weighted measure of noise includes a 10 dB penalty added to noise occurring between 10 p.m. and 7 a.m., when people are generally more sensitive to noise. Schools and residential uses are generally considered sensitive receptors of noise.

Potential noise sources in the area include roadway noise and noise from commercial uses in operation. The subject site is not within the noise contours of any airport or airstrip. Table EC-1 from the City’s General Plan sets forth the acceptable noise standards for different types of sensitive land uses.

TABLE EC 1 EXTERIOR NOISE COMPATIBILITY STANDARDS FOR VARIOUS LAND USES	
Land Use Type	Highest Level of Noise Exposure that is Regarded as “Normally Acceptable”¹ (L_{dn}² or CNEL³)⁸
Residential – Low Density Single Family, Duplex, Mobile Homes	60 dBA ^{4,5}
Residential – Multi-family	65 dBA
Urban Residential Infill ⁶ and Mixed-use Projects ⁷	70 dBA
Transient Lodging – Motels, Hotels	65 dBA
Schools, Libraries, Churches, Hospitals, Nursing Homes	70 dBA
Auditoriums, Concert Halls, Amphitheaters	Mitigation based on site-specific study
Sports Arena, Outdoor Spectator Sports	Mitigation based on site-specific study
Playgrounds, Neighborhood Parks	70 dBA
Golf Courses, Riding Stables, Water Recreation, Cemeteries	75 dBA
Office Buildings – Business, Commercial and Professional	70 dBA
Industrial, Manufacturing, Utilities, Agriculture	75 dBA
Notes: 1. As defined in the <i>Guidelines</i> , “Normally Acceptable” means that the “specified land use is satisfactory, based upon the assumption that any building involved is of normal conventional construction, without any special noise insulation requirements.” 2. L _{dn} or Day Night Average Level is an average 24-hour noise measurement that factors in day and night noise levels. CNEL or Community Noise Equivalent Level measurements are a weighted average of sound levels gathered throughout a 24-hour period. 4. dBA or A-weighted decibel, a measure of noise intensity. 5. The exterior noise standard for the residential area west of McClellan Airport known as McClellan Heights/Parker Homes is 65 dBA. 6. With land use designations of Central Business District, Urban Neighborhood (Low, Medium, or High), Urban Center (Low or High), and Urban Corridor (Low or High). 7. All mixed-use projects located anywhere in the City of Sacramento. 8. These standards shall not apply to balconies or small attached patios in multi-stories multi-family structures. Source: City of Sacramento, <i>Sacramento 2030 General Plan Master Environmental Impact Report</i> . Certified March 3, 2009.	

Sensitive Receptors. Some land uses are more sensitive to noise than others (“sensitive receptors”), and normally include residences, hospitals, churches, libraries, schools, and retirement homes. These uses are considered sensitive because they either depend on a quiet environment to serve their intended purpose, serve as a living space for people, or are institutional facilities with daytime and evening use. Uses such as schools, cemeteries, and places of worship would fall into the last category. Most commercial or industrial land uses are not considered sensitive because the activities taking place in and around these buildings are compatible with higher noise levels.¹

REGULATORY SETTING

Federal Transit Administration. The Federal Transit Administration (FTA) has developed an extensive methodology and significance criteria to evaluate noise impacts from surface transportation modes (i.e., private motor vehicles, trucks, buses, and rail), as presented in Transit Noise Impact and Vibration Assessment (May 2006). The scientific rationale for FTA’s criteria is clearly explained and is widely accepted by acoustic scientists. The FTA incremental noise impact criteria are essentially those presented in Table EC-2, as referenced in General Plan Policy EC 3.1.2, below. These criteria are based on findings in EPA Levels and subsequent studies of annoyance in communities affected by transportation noise. Starting from the EPA’s definition of minimal noise impact as a 5 dBA change from a “safe” ambient level of 50 dBA (using Ldn or peak hour Leq, depending on land use), the FTA extended the incremental impact criteria to higher baseline ambient levels by requiring that increased adverse community reaction be kept below a defined minimal level (i.e., a 2 percent increase the number of residents reporting a “high” level of annoyance, as measured by the survey). As baseline ambient levels increase, it takes a smaller and smaller increment to produce the same increase in annoyance (e.g., in residential areas with a baseline ambient noise level of 50 dBA Ldn, a 5 dBA increase in noise levels would be expected to increase community annoyance by 2 percent, but at a baseline ambient noise level of 70 dBA Ldn, a 1 dBA increase in noise levels would be expected to have the same effect on community annoyance levels.

The FTA has also developed criteria for judging the significance of ground-borne vibration, as shown in Table 2. Vibration magnitude is measured in vibration decibels (VdB) relative to a reference level of 1 micro-inch per second, the human threshold of perception.

¹ U.S. Dept. of Transportation, Federal Railroad Administration, *High-Speed Ground Transportation Noise and Vibration Impact Assessment*. October 2005, p. 3-7.

TABLE 2 GROUND-BORNE VIBRATION (GBV) IMPACT CRITERIA FOR GENERAL ASSESSMENT			
Land Use Category	GVB Impact Levels (VdB re 1 micro-inch/second)		
	Frequent Events¹	Occasional Events²	Infrequent Events³
Category 1: Buildings where vibration would interfere with interior operations.	65 ⁴	65 ⁴	65 ⁴
Category 2: Residences and buildings where people normally sleep.	72	75	80
Category 3: Institutional land uses with primarily daytime uses.	75	78	83
Notes: 1. "Frequent Events" is defined as more than 70 vibration events of the same source per day. 2. "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day. 3. "Infrequent Events" is defined as fewer than 30 vibration events of the same source per day. 4. This criterion limit is bases on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. Vibration-sensitive manufacturing or research will require detailed evaluation to define the acceptable vibration levels. Source: Federal Transit Administration, <i>Transit Noise Impact and Vibration Assessment</i> , May 2006.			

State

California Standards for Noise-Compatible Land Uses. The State of California General Plan Guidelines 2003 (Guidelines) promotes use of Ldn or CNEL for evaluating noise compatibility of various land uses with the expected degree of noise exposure. The designation of a level of noise exposure as "normally acceptable" for a given land use category implies that the expected interior noise would be acceptable to the occupants without the need for any special structural acoustic treatment. The Guidelines identify the suitability of various types of building construction relative to the range of customary outdoor noise exposures. The Guidelines provide each local community some leeway in setting local noise standards that allow for the variability in individual perceptions of noise in that community. Findings presented in EPA's 1974 information paper, as described above, have had an obvious influence on the content of the State Guidelines, most importantly in the latter's choice of noise exposure metrics and in the upper limits for the "normally acceptable" exposure of noise-sensitive uses (i.e., no higher than 60 dBA Ldn or CNEL for low-density residential, which is just at the upper limit of the 5 dBA "margin of safety" defined by the EPA for noise-sensitive land use categories).

Local

City of Sacramento 2030 General Plan. The California Government Code Section 65300 requires that a noise element be included in the general plan of each county and city in the state. The purpose of the noise element is to ensure that noise control is incorporated into the planning process. The noise element guides decision makers and city planners to achieve and maintain appropriate noise levels for existing and proposed land uses.

The City of Sacramento 2030 General Plan contains the following goals, policies, and guidance related to noise.

EC 3.1.2 Exterior Incremental Noise Standards. The City shall require mitigation for all development that increases existing noise levels by more than the allowable increment as shown in Table EC 2, to the extent feasible.

TABLE EC 2 ALLOWABLE INCREMENTAL NOISE INCREASES			
Residences and buildings where people normally sleep¹		Institutional land uses with primarily daytime and evening uses²	
Existing L_{dn}	Allowable Noise Increment	Existing Peak Hour L_{eq}	Allowable Noise Increment
45	8	45	12
50	5	50	9
55	3	55	6
60	2	60	5
65	1	65	3
70	1	70	3
75	0	75	1
80	0	80	0

Notes:
 1. This category includes homes, hospitals, and hotels where a nighttime sensitivity to noise is assumed to be of utmost importance.
 2. This category includes schools, libraries, theaters, and churches where it is important to avoid interference with such activities as speech, meditation, and concentration on reading material.
 Source: City of Sacramento, *Sacramento 2030 General Plan Master Environmental Impact Report*. Certified March 3, 2009.

STANDARDS OF SIGNIFICANCE

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

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

- Project residential and commercial areas are exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations; and
- Historic buildings and archaeological sites are exposed to vibration peak particle velocities greater than 0.25 inches per second due to project construction, highway traffic, and rail operations.

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

Noise and vibration associated with development that could occur pursuant to the 2030 General Plan could increase on a cumulative basis. The Master EIR concluded that residential development that could occur could be exposed to significant noise levels that exceed the City's applicable thresholds, and that such effects were significant and unavoidable.

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

The general plan goals and policies that serve to reduce the effects from increased noise due to new development are set forth in the Master EIR, pages 6.8-24 to 26. These establish noise standards for interior and exterior for various land uses. Specifically for transportation project, General Plan policy EC 3.1.2 - Exterior Incremental Noise Standards requires mitigation for all development that increases existing noise levels by more than the allowable increment as shown in Table EC 2, to the extent feasible. Policy EC 3.1.12 applies specifically to residential streets in that the City shall discourage widening streets or converting streets to one-way in residential areas where the resulting increased traffic volumes would raise ambient noise levels.

ANSWERS TO CHECKLIST

QUESTIONS A THROUGH F

The project area is located within the 70dB CNEL contour in the Master EIR. For land uses along each street segment, including the mixed uses and commercial uses, 70 dBA is the acceptable level of exterior noise. The allowable noise increase in this project area is 1dB (see table EC 2). The proposed project is located entirely within the existing right-of-way, and does not propose any new development. The major source of noise within the project area is vehicle traffic. The action of reducing the lanes from 4 lanes to 2 lanes on Folsom Boulevard (34th to 47th Street) and J Street (42nd to 56th Street) is expected to increase vehicle travel time by less than 10 percent with implementation of the project. A similar project that involves a decrease in travel lanes from 4 to 2 lanes, and higher traffic volumes (Freeport Blvd. Bike Lane Project, DEIR, page 5.3-26) resulted in a 1.5 dBA increase in the cumulative noise level (FHWA Highway Noise Prediction Model (FHWA-RD-77-108), which calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions). Using the Freeport project as a model for this project because of its similarities in project conditions, it is anticipated that with a 10 percent increase in travel time on both segments there would be approximately a 1.5 dBA increase in noise levels. When evaluating changes in 24-hour community noise levels, a difference of 3 dBA is a barely perceptible increase to most people. Most people living or working in urban residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA) accept the higher noise levels commonly associated with

these land uses. It is not anticipated that the operation of a reduction in travel lanes will result in any additional noise impacts in the existing exterior noise environment.

The operation of the lane reduction project would not significantly affect interior noise levels in the project area. The manner in which older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows. When considered in combination with the maximum 1.5 dBA increase in roadway noise levels associated with the proposed project, interior noise levels at adjacent sensitive receptors would not be substantially increased as a result of the proposed project.

The construction of the lane reduction project will be performed within the context of regular maintenance of city rights-of-way. During construction activities associated with the proposed project, heavy construction equipment would operate around the project site, including in the immediate vicinity of the existing sensitive receptors along Folsom Boulevard and J Street. During construction of the proposed project, construction activities would be limited to the hours of construction (i.e., between 7 a.m. and 6 p.m. Monday through Saturday and between the hours of 9 a.m. and 6 p.m. on Sunday), as established in Section 8.68 of the City Code. The noise ordinance exempts construction noise from its noise limitations as long as construction activities adhere to these hours of operation. Compliance with the City Code with respect to construction hours would ensure that the project would not have any additional significant effect related to construction noise not addressed as a significant effect in the Master EIR. Groundborne vibration levels associated with construction equipment that would likely be used at the project site are shown in Table 3. The most substantial vibration levels typically experienced during construction activities are attributable to pile-driving and/or blasting activities, as noted above, but these activities are not anticipated as part of the proposed project. As shown in the table, vibration levels from certain equipment operating within approximately 10 feet of a sensitive receptor could exceed the 0.5 inches per second which the City uses as a threshold for structural damage. However, construction activities associated with the proposed project would occur at distances of 25 feet, or greater, from the nearest sensitive receptors. Therefore, the project would not have any additional significant construction vibration effects not addressed as a significant effect in the Master EIR.

TABLE 3 VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT			
Construction Equipment	PPV at 10 feet (in/sec)	PPV at 25 feet (in/sec)	PPV at 50 feet (in/sec)
Vibratory Roller	0.830	0.210	0.074
Hoe Ram	0.352	0.089	0.031
Large Bulldozer	0.352	0.089	0.031
Caisson drilling	0.352	0.089	0.031
Loaded Trucks	0.300	0.076	0.027
Jackhammer	0.138	0.035	0.012
Small Bulldozer	0.011	0.003	0.001
Source: Federal Transit Administration, <i>Transit Noise and Vibration Impact Assessment</i> , May 2006, p. 12-9; j.c. brennan & associates, Inc. 2012.			

MITIGATION MEASURES

None required.

FINDINGS

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

Issues: 11. <u>PUBLIC SERVICES</u> Would the project result in:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
the need for new or altered services related to fire protection, police protection, school facilities, roadway maintenance, or other governmental services beyond what was anticipated in the 2030 General Plan?			X

ENVIRONMENTAL SETTING

The project area is located in an urbanized area of the City served by municipal services. The City of Sacramento provides utility services to the area including water, sewer, roadway maintenance, police and fire services and residential garbage pick-up.

STANDARDS OF SIGNIFICANCE

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

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

The Master EIR identified goals and policies that would mitigate the effects of new development on public health and safety (Master EIR, pages 6.10-10 to 11); fire protection (Master EIR, pages 6.10-21 to 22); schools (Master EIR, pages 6.10-39 to 40); libraries (Master EIR, pages 6.10-51 to 53); and emergency services (Master EIR, pages 6.10-64 to 65). The Master EIR concluded that these policies were effective to reduce all cumulative effects to a less-than-significant level.

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

None applicable.

ANSWERS TO CHECKLIST

QUESTION

The proposed project would not result in new population or housing growth which would require new or expanded services. No impacts to public services would occur.

The Master EIR evaluated the cumulative effects of development that could occur under the

2030 General Plan, and the project would result in no additional significant environmental effects.

MITIGATION MEASURES

None required.

FINDINGS

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

Issues: 12. <u>RECREATION</u> Would the proposed project:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
a) Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities?			X
b) Create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2030 General Plan?			X

ENVIRONMENTAL SETTING

East Sacramento has small, scattered parks and recreation areas including Crescent Park (0.40 acre), East Lawn Children’s Park (0.35 acre), East Portal park (7.48 acre), Glenbrook park (19.22 acre), Hall Park (8.19 acre), Henschel Park (2.54 acre), McKinley Park (32.0 acres), Oki park (14.27 acres), and River park (3.0 acres).

STANDARDS OF SIGNIFICANCE

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

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

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

Chapter 6.9 of the Master EIR considered the effects of the 2030 General Plan on the City's existing parkland, urban forest, recreational facilities and recreational services. The general plan identified a goal of providing an integrated park and recreation system in the City (Goal ERC 2.1). New residential development will be required to dedicate land, pay in-lieu fees or otherwise contribute a fair share to the acquisition and development of parks and recreation facilities. (Policy ERC 2.2.4) Impacts were considered less than significant after application of the applicable policies. (Impacts 6.9-1 and 6.9-2)

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

None required.

ANSWERS TO CHECKLIST

QUESTIONS A AND B

The improvement in bike lanes would result in better access to existing park and recreation facilities. The proposed project does not include or promote new development that would create a need for new recreational facilities beyond what was anticipated in the 2030 General Plan.

MITIGATION MEASURES

None required.

FINDINGS

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

Issues: <u>13. TRANSPORTATION AND CIRCULATION</u> Would the project:	Effect remains significant with all identified mitigation	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

❖ General Plan Policy M1.2.2 in the Mobility Element which exempts six roadway elements from the

Level of Service standard (LOS) E-F provided that the project will improve other parts of the transportation system-wide roadway capacity, make intersection improvements, or enhance non-auto travel modes in furtherance of the 2030 General Plan goals.

ENVIRONMENTAL SETTING

Local Roadways

J Street is an east-west arterial roadway that provides access to the Capital City Freeway. To the west, J Street continues west of the freeway into the Central City. To the east, the roadway extends beyond Elvas Avenue to the American River. Currently, J Street between 42nd Street and 56th Street has four lanes (two lanes in each direction) with limited parking. J Street west of 42nd Street has one lane in each direction with a center two-way left turn lane and parking. J Street east of 56th Street has two lanes in each direction with limited parking. It has a posted speed limit of 30 mph west of 42nd Street, 35 mph between 42nd Street and 56th Street, and 40 mph east of 56th Street. **Exhibit 1** depicts the existing J Street cross section within the project boundaries.

Folsom Boulevard is an east-west arterial roadway. To the west, Folsom Boulevard extends to Alhambra Boulevard. West of Alhambra Boulevard, it becomes Capitol Avenue and extends through the Central City. To the east, the roadway extends to the City limits and continues into Sacramento County. Between 34th Street and 47th Street Folsom Boulevard currently has four lanes (two lanes in each direction) with bike lanes. West of 34th Street, Folsom Boulevard has one lane in each direction with a center two-way left turn lane and parking. East of 47th Street, Folsom Boulevard has one lane in each direction with a two-way left turn lane, parking on the south side of the street and bike lane on the north side. It has a posted speed limit of 35 mph within the study area. **Exhibit 1** shows the existing Folsom Boulevard street cross section within the project boundaries.

Pedestrian System

Sidewalks are provided on both sides of the majority of City streets within the study area; the south side of the section of Folsom Boulevard between 43rd Street and 46th Street (in front of the East Lawn Cemetery) has no sidewalk. Pedestrian signals are included at most signalized intersections.

Bicycle System

A Sacramento City / County Bicycle Task Force developed a 2010 Bikeway Master Plan for the region. The Master Plan is a policy document that was prepared to coordinate and develop a bikeway system that will benefit and serve the recreational and transportation needs of the public. Officially designated bicycle facilities are classified as follows:

Class I: Off-street bike trails or paths which are physically separated from streets or roads used by motorized vehicles.

Class II: On street bike lanes with signs, striped lane markings, and pavement legends.

Class III: On-street bike routes marked by signs and shared with motor vehicles and pedestrians. Optional four-inch edge lines painted on the pavement.

The proposed project is consistent with the General Plan as analyzed in the Master EIR and the City's Bicycle Master Plan. The General Plan calls for the implementation of "complete" streets

where ever feasible. Complete streets provide for vehicle, transit, bike and pedestrian facilities. Exhibit 3 illustrates existing and planned bikeways in the study area according to City of Sacramento Bikeway Master Plan 2010. There are bike lanes on Folsom Boulevard within the study area and J Street has bike lanes east of 55th Street. M Street is designated as a bike route.

Transit System

The Sacramento Regional Transit District (RT) operates 80 bus routes and 26.9 miles of light rail covering a 418 square-mile service area. Buses and light rail run 365 days a year using 76 light rail vehicles, 258 buses powered by compressed natural gas (CNG) and 17 shuttle vans. Buses operate daily from 5:00 a.m. to 11:30 p.m. every 15 to 60 minutes, depending on the route. Light rail trains operate from 4:30 a.m. to 1:00 a.m. daily with service every 15 minutes during the day and every 30 minutes in the evening. The Attachment 1 - Transportation Analysis, Figure 5 illustrates transit services in the study area. The nearest light rail station is the 39th Street Station, located along R Street at 39th Street, south of the project study area.

The following RT bus routes serve the project study area: Routes 30 and 31 - operate along J Street and L Street. These routes extend between Sacramento Downtown and California State University Sacramento at Carlson Drive and H Street. The buses run every half-hour during the AM and PM peak hours. Routes 210, 211, 212, 213, and 214 (Folsom Boulevard) operate along Capitol Avenue and Folsom Boulevard. The routes extend between Stockton Boulevard, Downtown and Kit Carson middle school. The buses run once in the AM peak hour and once in the afternoon before the PM peak period. These routes do not operate from mid-June until September.

Mercy General Hospital provides two free community shuttles (Shuttle A and Shuttle B) between Mercy General Hospital and Light Rail. Shuttle A serves 29th and 39th Street Light Rail stations, and Shuttle B serves 30th and J Street, 3160 Folsom Boulevard, and First Christian Church. Shuttle buses run every 15 minutes during the day.

Within the project boundaries, there are currently seven bus stops on the north side of Folsom Boulevard and eight bus stops on the south side of Folsom Boulevard. On J Street within the project limits there are seven bus stops on the north side of the street and six bus stops on the south side. No bus pull out bays are provided. Buses stop on the bike lanes on Folsom Boulevard or between on-street parking spaces on J Street. Where parking is not allowed the buses stop on the travel lane.

STANDARDS OF SIGNIFICANCE

The standards of significance for Transportation utilize policies in the 2030 General Plan, Mobility Element and, when appropriate, standards used by regulatory agencies. For traffic flow on the freeway system, the standards of Caltrans have been used.

Roadway Segments

A significant traffic impact occurs for roadway segments when:

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

2. The LOS (without project) is F, and project generated traffic increases the Volume-to-Capacity Ratio (V/C ratio) by 0.02 or more.*

* General Plan Policy M1.2.2 in the Mobility Element which exempts six roadway elements from the Level of Service standard (LOS) E-F provided that the project will improve other parts of the transportation system-wide roadway capacity, make intersection improvements, or enhance non-auto travel modes in furtherance of the 2030 General Plan goals.

Intersections

A significant traffic impact occurs for intersections when:

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

Freeway Facilities

Caltrans considers the following to be significant impacts:

- 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.

Transit

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

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

Bicycle Facilities

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

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

Pedestrian Circulation

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

- Adversely affect pedestrian travel, pedestrian paths or

- Fail to adequately provide for access by pedestrians.

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

Transportation and circulation were discussed in the Master EIR in Chapter 6.12. Various modes of travel were included in the analysis, including vehicular, transit, bicycle, pedestrian and aviation components. The analysis included consideration of roadway capacity and identification of levels of service, and effects of the 2030 General Plan on the public transportation system. Provisions of the 2030 General Plan that provide substantial guidance include Goal Mobility 1.1, calling for a transportation system that is effectively planned, managed, operated and maintained, promotion of multimodal choices (Policy M 1.2.1), identification of level of service standards (Policy M 1.2.2), development of a fair share funding system for Caltrans facilities (Policy M 1.5.6) and development of complete streets (Goal M 4.2).

While the general plan includes numerous policies that direct the development of the City's transportation system, the Master EIR concluded that the general plan development would result in significant and unavoidable effects. See Impacts 6.12-1, 6.12-8 (roadway segments in the City), Impacts 6.12-2, 6.12-9 (roadway segments in neighboring jurisdictions), and Impacts 6.12-3, 6.12-10 (freeway segments).

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

Goal 4.2 in the Mobility Element calls for development of a transportation system that balances the diverse needs of the users of the public right-of-way. Policies M 4.2.1 to M 4.2.6 implement this goal and would apply to the project area.

ANSWERS TO CHECKLIST

QUESTIONS A THROUGH F

The two street segments involved along Folsom Boulevard and J Street were identified in the 2030 General Plan as "roadways exempt from the level of service standard" that would otherwise apply. For these roadways, the analysis focuses on acceptable and unacceptable levels of service. The 2030 General Plan, in Mobility Element Policy 1.2.2 (d), provides that a project that causes otherwise significant reductions in level of service on these roadways would comply with the 2030 General Plan, if the project provides improvements to other parts of the city-wide transportation system. The design features of the project allow the street segments to maintain their current acceptable level of service. However, the project incorporates improvements to the bike lane width from the existing 5 feet width to 6 feet along Folsom Boulevard. Bike lanes may be installed along J Street, where feasible.

Roadway and Intersection Level of Service Impacts

The proposed project would install a center turn lane on J Street (from 42nd Street to 56th Street) and Folsom Boulevard (from 34th Street to 47th Street). The project would convert the existing four lanes to two lanes with a center median/ turn lane. Bike lanes would remain along Folsom Boulevard with some improvement to the bike lane width from the existing variable width to 6 feet.

Bike lanes may be installed along J Street, where feasible. As described in the Traffic Impact Analysis, a traffic operation analysis of the AM and PM peak hours under existing conditions shows that overall the study intersections operate with level of service (LOS) C or better. The AM and PM peak hour corridor travel time for the Folsom Boulevard roadway section and J Street roadway section is about 3 minutes for both roadway sections in each direction, respectively. Specific improvements are proposed to four intersections in order to either maintain the existing LOS or improve the vehicular queuing. These improvements include the following:

- J Street and 56th Street – Maintain the existing striping at the eastbound approach to the J Street and 56th Street intersection by providing one shared through/right lane and one shared through/left lane. Restripe the westbound approach of the intersection by providing one through/right lane and one exclusive left lane. Provide detection at the northbound and southbound approaches of 56th Street. These improvements will maintain LOS B in the a.m. and p.m. peak hours for all of the scenarios and will provide the necessary transition from three lanes to four lanes on J Street.
- Folsom Boulevard and 34th Street – restripe the eastbound approach to the Folsom Boulevard and 34th Street intersection to add a two way left turn lane while maintaining one existing shared through/right lane. This striping will maintain LOS B in the a.m. and p.m. peak hours for all of the scenarios.
- Folsom Boulevard and 39th Street – provide one through lane and a modified 10 feet wide bike lane that will operate as a right turn lane in each direction on Folsom Boulevard section between the north and south legs of 39th Street. These improvements will maintain LOS B or better in the a.m. and p.m. peak hours for all of the scenarios and will reduce vehicular queuing at the eastbound and westbound approaches.
- J Street and 47th Street – provide detection on northbound and southbound approaches of 47th Street. These improvements will maintain LOS A in the a.m. and p.m. peak hours for all of the scenarios and will reduce vehicular queuing at the eastbound and westbound approaches.

Freeway Impacts

There are no new or additional freeway impacts which were not analyzed in the Master EIR based on preliminary traffic assessment.

Transit Impacts

Transit travelers would be provided adequate access to transit, including the bus routes that have stops along Folsom Boulevard and J Street.

Bicycle Facilities

The provision of standard 6 feet wide bike lanes on Folsom Boulevard would provide bicyclists with a standard on street bike lane (instead of the current 5 feet wide bike lane). Implementation of the project options would not remove any existing bicycle facility or any facility that is planned in the 2010 City of Sacramento Bikeway Master Plan.

Pedestrian Facilities

The reduced number of travel lanes would not affect the pedestrian crossing distance of Folsom Boulevard and J Street and create potential pedestrian-vehicle conflict.

MITIGATION MEASURES

None required.

FINDINGS

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

Issues: 13. <u>UTILITIES AND SERVICE SYSTEMS</u> Would the project:	Effect will be studied in the 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

ENVIRONMENTAL SETTING

The project area is located in an urbanized area of the City served by municipal services. The City of Sacramento provides utility services to the area including water, sewer, roadway maintenance, police and fire services and residential garbage pick-up. The Sacramento Municipal Utility District (SMUD) provides electrical service to the area and Pacific Gas and Electric provides natural gas services.

STANDARDS OF SIGNIFICANCE

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

- result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments; or
- 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.

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

The Master EIR evaluated the effects of development under the 2030 General Plan on water supply, sewer and storm drainage, solid waste, electricity, natural gas and telecommunications. See Chapter 6.11.

The Master EIR evaluated the impacts of increased demand for water that would occur with development under the 2030 General Plan. Policies in the general plan would reduce the impact generally to a less-than-significant level (see Impact 6.11-1) but the need for new water supply facilities results in a significant and unavoidable effect (Impact 6.11-2). The potential need for expansion of wastewater treatment facilities was identified as having a significant and unavoidable effect (Impacts 6.11-4, 6.11-5) Impacts on solid waste facilities were less than significant (Impacts 6.11-7, 6.11-8). Implementation of energy efficient standards as set forth in Titles 20 and 24 of the California Code of Regulations for residential and non-residential buildings, would reduce effects for energy to a less-than-significant level.

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

The policies relating to water and sewer supply relate primarily to City-wide planning for treatment capacity, and do not affect specific projects.

ANSWERS TO CHECKLIST

QUESTIONS A AND B

The project is located in an urbanized area of the City which has full services and the project site and vicinity do not have any known utility or service deficiencies which are not otherwise regulated by City Ordinance and standard project review. The proposed project consists of roadway redesign and would not result in any new demands for public utilities or services. There are no new or additional public service or utility impacts which were not analyzed in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

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

MANDATORY FINDINGS OF SIGNIFICANCE

Issues: 14. <u>MANDATORY FINDINGS OF SIGNIFICANCE</u>	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
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?			X
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.)			X
C.) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X

ANSWERS TO CHECKLIST

QUESTIONS A THROUGH C

The cumulative effects of development consistent with the 2030 General Plan were evaluated in the Master EIR. The project would have no additional significant environmental effects.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

	Aesthetics		Hazards
	Air Quality		Noise
	Biological Resources		Public Services
	Cultural Resources		Recreation
	Energy and Mineral Resources		Transportation/Circulation
	Geology and Soils		Utilities and Service Systems
	Hydrology and Water Quality		
X	None Identified		

Section V - Determination

On the basis of the initial study:

I find that (a) the proposed project is an anticipated subsequent project identified and described in the 2030 General Plan Master EIR; (b) the proposed project is consistent with the 2030 General Plan land use designation and the permissible densities and intensities of use for the project site; and (c) the proposed project will not have any project-specific additional significant environmental effects not previously examined in the Master EIR, and no new mitigation measures or alternatives will be required. Mitigation measures from the Master EIR will be applied to the proposed project as appropriate. Notice shall be provided pursuant to CEQA Guidelines Section 15087. (CEQA Guidelines Section 15177(b))

Signature

Date

Printed Name

References Cited and Documents Incorporated by Reference

This checklist is based on Appendix G of the State CEQA Guidelines as amended. For this review, the Standards of Significance are derived from the City of Sacramento, the jurisdiction in which the project is located. The Environmental Checklist and Screening was completed using best available information. Sources consulted and incorporated by reference include:

- City of Sacramento *General Plan 2030*, City of Sacramento, March 2009 Sacramento, CA.
- City of Sacramento *General Plan 2030, Master Environmental Impact Report*, March 2009. Sacramento, CA.
- City of Sacramento General Plan, Technical Background Reports, March 2009. Sacramento, CA.
- City of Sacramento *Register of Historical and Cultural Resources*, City of Sacramento, 2005. Sacramento, CA.
- City of Sacramento. *Zoning Ordinance*, Chapter 17.28.30. City of Sacramento, CA.
- *2010 Sacramento City/County Bikeway Master Plan DEIR*, Sacramento, CA, 2005. Sacramento, CA.
- Sacramento Metropolitan Air Quality Management District CEQA Guide December 2009 Revised April 2011. Sacramento, CA.
- California Governor's Office of Planning and Research. 2003. *Guidelines for the Preparation and Content of the Noise Element of the General Plan*. Appendix A in State of California General Plan guidelines. Sacramento, CA.

Attachment A – Traffic Impact Analysis



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COMMUNITY DEVELOPMENT
DEPARTMENT

CITY OF SACRAMENTO
CALIFORNIA

300 RICHARDS BOULEVARD,
THIRD FLOOR
SACRAMENTO,
CA 95811

PLANNING DIVISION

ENVIRONMENTAL
PLANNING SERVICES
916-808-5842

September 7, 2012

TO: Interested Persons

SUBJECT: **NOTICE OF SUBSEQUENT PROJECT WITHIN THE SCOPE OF THE MASTER
ENVIRONMENTAL IMPACT REPORT FOR THE 2030 GENERAL PLAN**

PROJECT LOCATION: The project area is located in an urbanized portion of the Sacramento community. J Street (between 42nd Street and 56th Street) is currently a four-lane facility (two through lanes in each direction), with no left turn lanes, limited parking and no bike lanes. Folsom Boulevard (between 34th Street to 47th Street) is currently a four-lane facility, with no left turn lanes and intermittent bike lanes. City of Sacramento, California

COMMENT PERIOD: 30 days beginning September 11, 2012 and ending October 11, 2012

The City of Sacramento, Community Development Department, Environmental Planning Services has determined that the J Street and Folsom Boulevard Lane Conversion Project is a subsequent project within the scope of the Master EIR for the City of Sacramento 2030 General Plan, certified by the City as lead agency on March 3, 2009, and that no additional environmental review for the project is required. The City has prepared an Initial Study for the project and has determined that the project would not result in any additional significant environmental effect not previously analyzed in the Master EIR. No new additional mitigation measures or alternatives are required.

The Master EIR is available for review on the City's web site at <http://www.sacgp.org/MasterEIR.html>. The document is also available for review at the offices of the Community Development Department, 300 Richards Boulevard, Sacramento, California during public counter hours.

The proposed project would install a center turn lane on J Street (from 42nd Street to 56th Street) and Folsom Boulevard (from 34th Street to 47th Street). The project would convert the existing four lanes to two through lanes with a center median/ turn lane. Bike lanes would remain along Folsom Boulevard with improvement to the bike lane width from the existing 5 feet width to 6 feet. Bike lanes may be installed along J Street, where feasible. Other improvements made to the street segments include:

- Folsom Boulevard and 34th Street – restripe the eastbound approach to the Folsom Boulevard and 34th Street intersection to add a two-way left turn lane while maintaining one existing shared through/right lane.
- Folsom Boulevard and 39th Street – provide one through lane and a modified 10-foot wide bike lane in each direction that will operate as a right turn lane on Folsom Boulevard section between the north and south legs of 39th Street.
- J Street and 47th Street – provide detection on northbound and southbound approaches of 47th Street.

- J Street and 56th Street – maintain the existing striping at the eastbound approach to the J Street and 56th Street intersection by providing one shared through/right lane and one shared through/left lane. Restripe the westbound approach of the intersection by providing one through/right lane and one exclusive left lane. Provide detection at the northbound and southbound approaches of 56th street.

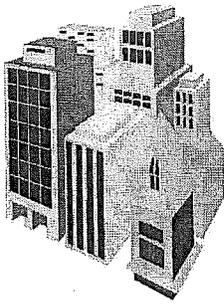
The Initial Study is available for review on the City's web site at:

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

Comments regarding the project may be submitted to:

Dana L. Allen, Associate Planner
City of Sacramento, Community Development Department
300 Richards Boulevard, Third Floor
Sacramento, CA 95811
Telephone: (916) 808-2762
Email: dallen@cityofsacramento.org

Comments must be submitted no later than October 11, 2012 at 5:00 p.m.



Fax: [916] 673-6103
Office: [916] 421-3456

E.K. Smart IV, Insurance Service

4825 J Street, Suite #223
Sacramento, CA 95819-3747

City of Sacramento

Community Development Dept.
300 Richards Boulevard, Third Floor
Sacramento, CA 95811
Attn: Dana L. Allen (Assoc. Planner)

September 25, 2012

Re: Notice of Subsequent Project within the Scope of the Master Environmental
Impact Report for the 2030 General Plan

Dear Dana,

I am opposed to the proposed project to install a center turn lane on J Street (from 42nd to 56th St) and Folsom Blvd (from 34th to 47th St.). I bought my home at 856 50th Street (between J St. & H St.) in 1977. I also have an office at the corner of 49th St. and J Street.

- Currently, Commute Traffic is backing up from Carlson past my office twice a day now. Don't make it worse (longer) by eliminating two lanes as proposed.
- Parking is an issue in the J St. for business in the area between 47th Street and 51 St. Adding bike lanes will force customers to find parking further into residential streets where I live.
- Traffic flowing through East Sacramento will change and move onto which ever street is less restricted. Reducing lanes will effect current traffic flow on Folsom Blvd., J St. and H St.

The quality of life here in East Sacramento will go down due to traffic issues caused by the project.

Sincerely,

E.K. Smart IV
#0705103