

City of
SACRAMENTO

Community Development Department

300 Richards Boulevard
Sacramento, CA
95811

Environmental Planning Services
916-808-5935

ADDENDUM TO AN ADOPTED MITIGATED NEGATIVE DECLARATION

The City of Sacramento, California, a municipal corporation, does hereby prepare, make declare, and publish the Addendum to an adopted Mitigated Negative Declaration for the following described project:

I-5 Riverfront Reconnection Project (T15998100)

The City of Sacramento, Community Development Department, has reviewed the proposed project modification and on the basis of the whole record before it, has determined that there is no substantial evidence that the project modification, as identified in the attached addendum, would have a significant effect on the environment beyond that which was evaluated in the attached Mitigated Negative Declaration (MND). A Subsequent MND is not required pursuant to the California Environmental Quality Act of 1970 (Sections 21000, et. Seq., Public Resources Code of the State of California).

This Addendum to an adopted MND has been prepared pursuant to Title 14, Section 15164 of the California Code of Regulations; the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

A copy of this document and all supportive documentation may be reviewed or obtained at the City of Sacramento, Community Development Department, Planning Division, 300 Richards Boulevard, Sacramento, California 95811.

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

Date:

By: 

I-5 Riverfront Reconnection project (T15998100)
Addendum to Mitigated Negative Declaration

File Number/Project Name: I-5 Riverfront Reconnection Project (T15998100)

Project Location: City of Sacramento along Interstate 5, bound by the Sacramento River, L Street, 3rd Street and O Street

Project Background: The City of Sacramento prepared an Initial Study for the project. The City Council adopted a Mitigated Negative Declaration and approved the project on November 8, 2011. (See Attachment A). By letter dated January 3, 2012 the City of Sacramento, Department of Transportation (now the Department of Public Works) confirmed with Caltrans that minor changes in Mitigation Measure 5 would be made for the purpose of shifting the financial burden of the mitigation measure from Caltrans to the City. (See Attachment B).

Project Description: The Downtown/Riverfront Streetcar project connecting West Sacramento and Sacramento is in the planning process. The proposed 3.3-mile streetcar alignment would follow portions of West Capitol Avenue and Tower Bridge Gateway in West Sacramento before crossing Tower Bridge and following portions of Capitol Mall, 3rd, 7th, 8th, 12th, 19th, H, J, K, and L streets in Sacramento. Streetcar stations would be spaced every few blocks along the alignment. The City is moving forward with the preliminary engineering and environmental clearance on the Downtown/Riverfront Streetcar project.

In anticipation of this project, the City is proposing to add approximately 250 feet of streetcar railing and four pole foundations for the overhead catenary system (OCS) to the Capitol Mall bridge. The 250 feet of railing would be located in the median and would travel from the new Capitol Mall/2nd Street intersection east towards the existing slip ramps that connect Capitol Mall to 3rd Street. The four OCS pole foundations would be located on the concrete barrier on the outside of the bridge (adjacent to the sidewalk on the bridge). Construction of these elements at this time would avoid rework in the future, saving time and money.

These additions would not substantially alter the design of Phase I, as the railing would be accommodated in the median on the Capitol Mall bridge, except at the new intersection with 2nd Street, where the railing would be installed in the pavement to allow for cars making left turns. The sidewalk on the south side of the bridge would be widened slightly less than the previous plan but would still be wider than the existing sidewalk. The width of the sidewalk was reduced slightly to make room for the streetcar railing in the median and in anticipation of a future streetcar station which would be located west of the Capitol Mall/2nd Street intersection.

In addition, other minor project elements were added which include the following:

Removing and replacing the sidewalk ramps at the corner of 2nd Street and Neasham Circle;

Removing and replacing the sidewalk ramp located at the northeast corner of 2nd and L Street;

Adding a right turn lane at Capitol Mall to 3rd Street;

Slurry Sealing and restriping approximately 300' of Capitol Mall east of 3rd Street;

Overlaying an additional approximately 100' of Capitol Mall up to the railroad tracks near Front Street;

Additional overlay on O Street to accommodate bridge widening;

And additional sidewalk ramp at the southeast corner of O Street and 2nd Street and at the west end of O Street from the riverfront promenade near Front Street.

Discussion

An Addendum to an adopted mitigated negative declaration may be prepared if only minor technical changes or additions are required, and none of the conditions identified in CEQA Guidelines Section 15162 are present. The following identifies the standards set forth in section 15162 as they relate to the project.

- 1. No substantial changes are proposed in the project which would require major revisions of the previous MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.**
- 2. No substantial changes have occurred with respect to circumstances under which the project is undertaken that would require major revisions of the previous MND due to the involvement of new significant environmental effect or a substantial increase in the severity of previously indemnified significant effects.**
- 3. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous MND was certified as complete or adopted, shows any of the following:**
 - a) The project will have one or more significant effects not discussed in the previous MND;**
 - b) Significant effects previously examined will be substantially more severe than shown in the previous MND;**
 - c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative, or;**
 - d) Mitigation measures or alternatives which are considerable different from those analyzed in the previous would substantially reduce on or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.**

The modifications to the facilities to be constructed as part of the project on the Capitol Mall bridge would not require additional construction personnel or substantially alter the construction methods. The purpose of the project modifications is to complete work on the bridge and avoid a return of construction crews and materials in the future. The modifications will not result in new significant effects beyond those that have been evaluated in the Mitigated Negative Declaration adopted for the project.

Based on the above analysis, this Addendum to the previously adopted Mitigated Negative Declaration for the project has been prepared.

Attachments:

Attachment A: Initial Study and Mitigated Negative Declaration for the I-5 Riverfront Reconnection project (T15998100)

Attachment B: Letter dated January 3, 2012 from City of Sacramento to Caltrans modifying Mitigation Measure 5