

APPENDIX F

Proposed Mitigation Monitoring Program

R Street Corridor Urban Design Guidelines and Special Planning District Amendments

Mitigation Monitoring Program

The Mitigation Monitoring Program includes:

- A list of mitigation measures with a space for the monitoring progress and completion dates,
- The full text of the mitigation measures, and
- Monitoring details, including:
 - a. Agency responsible for implementation,
 - b. Timing, and
 - c. Standards of success

MITIGATION MEASURE #3: Impacts to Historically Important Streetscape Elements.

1. Prior to construction of any streetscape improvements in the roadbed of the R Street Corridor between 9th and 19th Street, the City shall require a field study by a qualified historian to record and document in both document and photo media any exposed elements of the railroad line. Documentation shall follow to the extent applicable the procedures outlined for a HABS report, State Department of Parks and Recreation 523 form or equivalent.
2. To the maximum extent possible, if the central line of the rail is still present in the improvement area, the tracking and any contributing features such as cobble or brick lining shall be left in situ, and to the extent possible, shall remain exposed.
3. In the event it is not feasible to retain the central line of the rail in place during construction, the sponsor (City or CADA or other) shall consult with the City of Sacramento's Preservation Director to develop the least damaging plan for removal and recovery. Under such a plan, the contributing features including tracks, spurs, bricks or cobblestones, shall be carefully removed and catalogued under the supervision and oversight of a qualified historian, and shall be restored to the street segment in the general alignment in which originally found.
4. During construction or excavation of the street bed in the R Street Corridor, a qualified historian or archeologist shall be present to monitor and identify any subsurface features unearthed. Works shall stop for recovery of significant features and such features shall be cataloged and stored in accordance with Mitigation Measure No. 4.

**Party Responsible
For Mitigation:**

City of Sacramento Department of Transportation for public street improvements, and private development sponsors for frontage improvements.

Monitoring Agency:

City of Sacramento Environmental Planning Services and the City Preservation Director.

Timing Process:

The City Preservation Director shall be review all preliminary plans and methods of construction and shall consult during the design phase of street and frontage improvements as to this best methods for preservation of historic railroad artifacts including rail tracks and spurs. The Preservation Director shall also consult with the engineer responsible for street improvement projects regarding the selection of a qualified archeologist and historic resources monitor for construction phases of the project.

Standards of Success:

This mitigation measure will be deemed successful when street improvement projects have been successfully completed with minimal disruption and or adequate restoration of historic railroad features.

MITIGATION MEASURE #4: Impacts to Subsurface Historic or Cultural Features

1. In the event cultural materials or potential cultural materials are encountered during excavation activities, work shall cease within 100 feet of the feature discovered until consultation with qualified archaeologist and Native American Heritage Commission (NAHC) representative. If necessary, further mitigation measures may be developed and implemented by the qualified archaeologist and NAHC representative.
2. Immediate cessation of work within the vicinity of finding human bone of unknown origin and immediate contact of County Coroner; the Coroner will notify the NAHC if the remains are determined to be Native American and NAHC will notify the person it believes to be the most likely descendant who will work with the contractor to develop a program for re-interment of the human remains and any associated artifacts. No additional work is to take place in the immediate vicinity of the find until the appropriate actions have been carried out.
3. If human burials are encountered, all work in the area shall stop immediately and the County Coroner’s office shall be notified immediately. If the remains are determined to be Native American in origin, both the Native American Heritage Commission and any identified descendants must be notified and recommendations for treatment solicited (CEQA Section 15064.5); Health and Safety Code Section 7050.5; Public Resources Code Section 5097.94 and 5097.98. The NAHC will notify the person it believes to be the most likely descendant who will work with the contractor to develop a program for re-interment of the human remains and any associated artifacts. No additional work is to take place in the immediate vicinity of the find until the appropriate actions have been carried out.

Party Responsible

For Mitigation: City of Sacramento Department of Transportation for public street improvements, and private development sponsors for frontage improvements.

Monitoring Agency: City of Sacramento Environmental Planning Services and the City Preservation Director.

Timing Process: All construction documents for work involving excavation shall include the above language or similar language to require the contractor to comply with the mitigation language above.

Standards of Success: This mitigation measure will be deemed successful when street improvement projects have been successfully completed with minimal disruption of and proper handling of any significant cultural resources.

