

2.0 SUMMARY OF ENVIRONMENTAL EFFECTS

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PROJECT UNDER REVIEW

The Railyards Specific Plan is a proposed mixed-use development in the downtown area of the City of Sacramento. The proposed project would involve the development of between 10,000 and approximately 12,500 dwelling units (du), 1,384,800 square feet (sf) of retail, 491,000 sf of mixed use, 1,100 hotel rooms, 2,337,200 sf of office, 485,390 sf of historic/cultural space, and 41.16 acres of open space. The project would include low-, medium-, and high-rise single use and mixed use residential, retail, office, and hotel structures. The project also provides cultural/recreational facilities including but not limited to the refurbished Central Shops buildings, numerous public parks and walkways, and a proposed performing arts and education center. The proposed project offers a network of public streets with vehicular, bicycle, and pedestrian access, aboveground and subgrade parking facilities and above surface and subsurface energy, water, wastewater, and drainage infrastructure and facilities. The project would also include approximately 32 acres designated for the development of the Sacramento Intermodal Transit Facility (SITF), which would provide multiple modes of public transit service including bus, rail, light rail, and passenger auto. The proposed project would also involve the realignment of the tracks running from 3rd Street to 7th Street for use by Amtrak, Union Pacific (UP), Sacramento Regional Transit (RT), and the potential future construction of a regional high speed rail.

The approximately 244-acre project site is generally bounded by North B Street and the Sacramento River Water Treatment Plant to the north, the Sacramento River to the west, I Street and H Street to the south and 7th and 12th streets to the east.

SUMMARY OF IMPACTS

Effects Found to be Less Than Significant

As shown in Table 2-1, a number of project impacts identified in the EIR were found to be less than significant, requiring no mitigation. These impacts are analyzed in the following sections: 6.1, Air Quality; 6.2, Biological Resources; 6.3, Cultural Resources; 6.4, Seismicity, Soils, and Geology; 6.5, Hazards and Hazardous Substances; 6.6, Hydrology and Water Quality; 6.7, Land Use; 6.9, Parks and Open Space; 6.10, Public Services; 6.11, Public Utilities; 6.12, Transportation and Circulation; 6.13, Urban Design and Visual Resources; and 6.14 Energy. During preparation of the EIR, it was determined that numerous other identified impacts could be reduced to a less-than-significant level with implementation of the proposed mitigation measures described herein.

Environmental Impacts and Mitigation

Under CEQA, a significant effect on the environment is defined as a substantial or potentially substantial adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance (CEQA Guidelines, Section 15382). Implementation of the proposed project would result in significant impacts to some of these resources, which are fully analyzed in Sections 6.1 through 6.14 of this document and summarized in Table 2-1 (provided at the end of this Chapter).

This EIR discusses mitigation measures that would be implemented by the City and/or the project applicant to reduce potential adverse impacts to a level that is considered less than significant. Such mitigation measures are noted in this document and are found in the following sections: 6.1, Air Quality; 6.2, Biological Resources; 6.3, Cultural Resources; 6.4, Seismicity, Soils and Geology; 6.5, Hazards and Hazardous Substances; 6.6, Hydrology and Water Quality; 6.8, Noise and

Vibration; 6.9, Parks and Open Space; 6.10, Public Services; 6.11, Public Utilities; 6.12, Transportation and Circulation; 6.13, Urban Design and Visual Resources, and 6.14 Energy. However, even with the application of feasible mitigation measures, some impacts could not be reduced to less-than-significant levels. The significant and unavoidable impacts that were identified for both project-level and cumulative impacts are shown below.

Project-Specific Significant and Unavoidable Impacts

- 6.1-3 Operation of the proposed project would result in the generation of increased ROG and NO_x emissions.**
- 6.8-1 Construction of the proposed Specific Plan would temporarily produce loud noise.**
- 6.8-2 The proposed Specific Plan could permanently expose sensitive receptors to traffic and rail noise levels.**

Initial Phase Only (see Section 6.12, Transportation and Circulation)

- 6.12-1 The Initial Phase would increase traffic volumes at study area intersections and cause the level of service to deteriorate.**
- 6.12-2 The Initial Phase would add traffic to the study roadway segments that result in substandard levels of service.**
- 6.12-3 The Initial Phase would add traffic to the study freeway mainline segments and cause the level of service to degrade below LOS E.**
- 6.12-4 The Initial Phase would add traffic to the study freeway interchanges and cause the level of service to degrade below those of the freeway mainline.**
- 6.12-5 The Initial Phase would add traffic to the study freeway off-ramps and cause freeway off-ramp queues to exceed the available storage capacity.**
- 6.12-10 The Initial Phase would increase traffic volumes at study area intersections and cause the level of service to deteriorate.**
- 6.12-11 The Initial Phase would add traffic to the study roadway segments that result in substandard levels of service.**
- 6.12-12 The Initial Phase would add traffic to the study freeway mainline segments and cause the level of service to degrade below LOS E.**
- 6.12-13 The Initial Phase would add traffic to the study freeway interchanges and cause the level of service to degrade below those of the freeway mainline.**
- 6.12-14 The Initial Phase would add traffic to the study freeway off-ramps and cause freeway off-ramp queues to exceed the available storage capacity.**
- 6.12-16 The Initial Phase would increase traffic volumes at study area intersections and cause the level of service to deteriorate.**
- 6.12-17 The Initial Phase would add traffic to the study roadway segments that result in substandard levels of service.**

- 6.12-18** The Initial Phase would add traffic to the study freeway mainline segments and cause the level of service to degrade below LOS E.
- 6.12-19** The Initial Phase would add traffic to the study freeway interchanges and cause the level of service to degrade below those of the freeway mainline.
- 6.12-20** The Initial Phase would add traffic to the study freeway off-ramps and cause freeway off-ramp queues to exceed the available storage capacity.

Cumulative Significant and Unavoidable Impacts

- 6.1-8** Project construction activities would contribute to cumulative increases in ozone precursors.
- 6.1-9** The proposed project would contribute to cumulative air quality degradation.
- 6.1-10** Project construction would contribute to cumulative increases in particulate matter in the vicinity of the Specific Plan Area.
- 6.8-6** The proposed project would contribute to increases in traffic and rail noise levels.
- 6.12-22** The Full Project would increase traffic volumes at study area intersections and cause the level of service to deteriorate.
- 6.12-23** The Full Project would add traffic to the study roadway segments that result in substandard levels of service.
- 6.12-24** The Full Project would add traffic to the study freeway mainline segments and cause the level of service to degrade below LOS E.
- 6.12-25** The Full Project would add traffic to the study freeway interchanges and cause the level of service to degrade below those of the freeway mainline.
- 6.12-26** The Full Project would add traffic to the study freeway off-ramps and cause freeway off-ramp queues to exceed the available storage capacity.

ENVIRONMENTAL EFFECTS FOUND NOT SIGNIFICANT

During preparation of the NOP and in scoping meetings and related consultation, several issue areas (agriculture and mineral resources) were found not to be significant and therefore are not addressed in detail in this EIR. Pursuant to CEQA Guidelines section 15128, the reasons these issues were determined not to be significant are described below.

Agriculture Resources

The Specific Plan Area is not under a Williamson Act contract and is not designated for agricultural use; nor has the site been identified as "Prime Farmland," "Farmland of Statewide Importance," or "Unique Farmland." The proposed project would not contribute to the conversion of farmland to non-agricultural uses and development of the site would not create any conflicts with existing agricultural uses.

Mineral Resources

The Specific Plan Area is located in a disturbed environment, surrounded by urban uses. Due to the site's previous use as an active railyard and based on previous environmental analysis of the site, no

risk of impact to important mineral resources was anticipated. Therefore, the Specific Plan Area's potential to cause loss of a local or regionally identified mineral resource was not determined to be significant.

ALTERNATIVES TO THE PROPOSED PROJECT

The EIR analyzes the following alternatives to the proposed project:

- **No Project/No Development Alternative**, which assumes no new development of the Railyards Specific Plan Area. This alternative assumes the existing Railyards Specific Plan Area would remain undeveloped. The existing depot (Intermodal Facility) and the Central Shops structures would remain under their existing uses, would not be restored, and would remain inaccessible to the general public.
- **No Project/General Plan Buildout**, which assumes that the Railyards Specific Plan Area would be redeveloped consistent with the existing land use designations identified in the current adopted Railyards Specific Plan.
- **Reduced Density/Reduced Intensity Alternative**, in which the density and/or intensity of all of the proposed land uses besides Parcel 2, Parcel 11a, and Parcel 35 would be reduced by approximately 30 percent. The retail uses anticipated for Parcel 2 under the proposed project would remain the same as the proposed project, while the amount of retail in Parcel 11a would be reduced by 50 percent compared to the proposed project. This alternative would place a 60-foot height limit on the proposed hotels within Parcels 35, 14, and 3c.
- **Water Supply Consistency Alternative**, in which the development of the proposed project would be reduced from four phases to two phases, which would allow the project to be completed by 2017, when it is anticipated that a potable water treatment capacity deficit may occur within the City without a new Sacramento River diversion and water treatment plant (WTP). The entire initial phase and parcels 50, 52N, 52S, 53N, 53S, 54a, 57a, 57N, 58N, 59N, 60, 61, 62, 63, 64, 65 and 72 would be developed in a manner consistent with the proposed project. However, Parcels 66N, 67N, 68N, 69N, 70N, and 71N would not be developed under this alternative, which would result in a reduction the development footprint size (a reduction of 6.59 acres). Land uses within the riverfront and parcels 49a, 54N, 54S, 66S, 67S, 68S, 69S, 70S, and 71S would be converted from RMU to open space. Parcels 47a, 48, 51, 57S, 58S, and 59S would be converted to surface and above-ground parking.

SUMMARY TABLE

Table 2-1 (Summary of Impacts and Mitigation Measures), has been organized to correspond with the environmental issues discussed in Chapter 6. The summary table is arranged in four columns:

1. Environmental impacts ("Impact").
2. Level of significance without mitigation ("Significance").
3. Mitigation measures ("Mitigation Measure").
4. The level of significance after implementation of mitigation measures ("Residual Significance").

If an impact is determined to be significant or potentially significant, mitigation measures are identified, where appropriate and feasible. More than one mitigation measure may be required to reduce the impact to a less-than-significant level. This EIR assumes that all applicable plans, policies, and regulations would be implemented, including, but not necessarily limited to, City General Plan policies, laws, and requirements or recommendations of the City of Sacramento.

Applicable plans, policies, and regulations are identified and described in the Regulatory Setting of each issue area and within the relevant impact analysis. A description of the organization of the environmental analysis, as well as key foundational assumptions regarding the approach to the analysis, is provided in Chapter 6, Introduction to the Analysis.

TABLE 2-1			
SUMMARY OF IMPACTS AND MITIGATION MEASURES			
Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
6.1 Air Quality			
6.1-1 The proposed project would generate particulate matter during grading of construction site(s) and construction of the proposed structures.	S	6.1-1 The following measures are required by the SMAQMD for level one mitigation, and shall be implemented during grading at all project sites: a) Water all soil with sufficient frequency as to maintain soil moistness. b) Maintain two feet of freeboard space on haul trucks. In addition, the following measures shall be implemented to further reduce the PM ₁₀ impact during construction activity: c) All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. (The use of dry brushes is expressly prohibited except where preceded or accompanied by sufficient water or chemical stabilizer/suppressant.) d) Wheel washers for all exiting trucks shall be installed, or all trucks and equipment leaving the site shall be washed off. e) Excavation and grading activity shall be suspended when winds exceed 20 mph. f) During clearing, grading, earth-moving, or excavation operations, fugitive dust emissions shall be controlled by watering exposed surfaces two times per day, watering haul roads three times per day or paving of construction roads, or dust-preventative measures. All onsite unpaved roads and offsite unpaved access roads shall be effectively stabilized of dust emissions using water or a chemical stabilizer or suppressant. g) Onsite vehicle speeds on unpaved roads shall be limited to 15 mph.	LS

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<p>6.1-2 Construction of the proposed project would generate emissions of ozone precursors.</p>	<p>S</p>	<p>6.1-2 The following measures shall be incorporated into construction contracts and included on all construction plans:</p> <p>a) The project shall provide a plan, for approval by the lead agency and the SMAQMD, demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, would achieve a project wide fleet-average 20% NO_x reduction and 45% particulate reduction compared to the most recent CARB fleet average at time of construction. The SMAQMD shall make the final decision on the emission control technologies to be used by the project construction equipment; however, acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available;</p>	<p>LS</p>

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		<p>b) The project applicant and/or contractor shall submit to SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that shall be used an aggregate of 40 or more hours during any phase of the construction project. The inventory shall include the horsepower rating, engine production year, projected hours of use or fuel throughput for each piece of equipment, and its compliance status with respect to CARB emission reduction regulations for off-road diesel equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project applicant and/or contractor shall provide SMAQMD with the anticipated construction timeline, including start date and name and phone number of the project manager and on-site foreman.</p> <p>c) The project applicant and/or contractor shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40% opacity (or Ringelmann 2.0) shall be repaired immediately and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly by contractor personnel certified to perform opacity readings, and a monthly summary of the visual survey results shall be submitted to the SMAQMD throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey.</p>	

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		d) Limit vehicle idling time to five minutes or less. e) The project applicant shall pay into the SMAQMD's construction mitigation fund to offset construction-generated emissions of NO _x that exceed SMAQMD's daily emission threshold of 85 lbs/day. The project applicant shall coordinate with the SMAQMD for payment of fees into the Heavy-Duty Low-Emission Vehicle Program designed to reduce construction related emissions within the region. Fees shall be paid based upon the applicable current SMAQMD Fee. The applicant shall keep track of actual equipment use and their NO _x emissions so that mitigation fees can be adjusted accordingly for payment to the SMAQMD. f) Construction equipment shall be kept in optimum running condition at all times. g) When appropriate, use alternative fueled (such as aqueous diesel fuel) or catalyst equipped diesel construction equipment. h) When appropriate, replace fossil-fueled equipment with electrically driven equivalents (provided they are not run via a portable generator set).	
6.1-3 Operation of the proposed project would result in the generation of increased ROG and NO_x emissions.	S	6.1-3 The project applicant shall implement the emission reduction strategies contained in the Railyards Air Quality Mitigation Plan (see Appendix E). The AQMP shall be endorsed by the SMAQMD prior to the first building permit. Documentation confirming implementation of the Air Quality Management Plan shall be provided to the SMAQMD and the City of Sacramento prior to issuance of occupancy permits.	SU
6.1-4 Operation of the proposed project could cause an increase in CO concentrations from project-related traffic.	LS	None required.	NA

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Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
6.1-5 Implementation of the proposed project could result in a substantial increase in exposure of sensitive receptors to toxic air contaminants.	LS	None required.	NA
6.1-6 The proposed project could generate objectionable odors or expose on-site sensitive uses to odors from existing odor sources.	LS	None required.	NA
6.1-7 The proposed Specific Plan could alter wind speed at ground level (pedestrian level).	S	6.1-7 During design review for buildings over 100 feet in height, the applicant shall demonstrate that ground-level winds would not exceed 35 miles per hour as the result of the building design. If necessary to determine the potential ground-level wind speeds, wind-tunnel testing will be conducted.	LS
6.1-8 Project construction activities would contribute to cumulative increases in ozone precursors.	S	6.1-8 Implement Mitigation Measures 6.1-2 (a) through (e).	SU
6.1-9 The proposed project would contribute to cumulative air quality degradation.	S	6.1-9 Implement Mitigation Measures 6.1-3.	LS
6.1-10 Project construction would contribute to cumulative increases in particulate matter in the vicinity of the Specific Plan Area.	S	6.1-10 Implement Mitigation Measures 6.1-1(a) through (g).	SU
6.1-11 The proposed project could contribute to cumulative emissions of CO concentrations from project-related traffic.	LS	None required.	NA
6.1-12 The proposed project could contribute to cumulative increases in TACs.	LS	None required.	NA
6.1-13 The proposed project could contribute to changes in wind levels throughout the Central City.	LS	None required.	NA

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Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
6.2 Biological Resources			
6.2-1 Development of the Specific Plan could result in the loss of potential foraging habitat for Swainson's hawk.	LS	None required.	NA
6.2-2 Development of the Specific Plan could result in the loss of potential nesting habitat for Swainson's hawk, white-tailed kite, and other sensitive riparian-nesting species, and burrowing owls.	PS	6.2-2 a) Nesting Swainson's Hawk Habitat: If construction occurs during the breeding season (February 1-August 31), the project applicant shall conduct CDFG-recommended protocol-level surveys prior to construction as required by the Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley or as required by the CDFG in the future. If active nests are found in the construction area, mitigation measures consistent with the Staff Report Regarding Mitigation for Impacts to Swainson's Hawks (<i>Buteo swainsoni</i>) in the Central Valley of California shall be incorporated in the following manner or as directed by CDFG: 1) If an active nest is found no intensive new disturbances (e.g., heavy equipment operation associated with construction, use of cranes or draglines, new rock crushing activities) or other project-related activities that may cause nest abandonment or forced fledging, can be initiated within 200 yards (buffer zone) of an active nest between March 1 and September 15. The size of the buffer area may be adjusted if a qualified biologist and CDFG determine it would not be likely to have adverse effects on the hawks. No project activity shall commence within the buffer area until a qualified biologist confirms that the nest is no longer active.	LS

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Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<ul style="list-style-type: none"> 2) Nest trees shall not be removed unless there is no feasible way of avoiding removal of the tree. If a nest tree must be removed, a Management Authorization (including conditions to offset the loss of the nest tree) must be obtained from CDFG with the tree removal period specified in the management Authorization, generally between October 1 and February 1. 3) If construction or other project-related activities that may cause nest abandonment or forced fledging are necessary within the buffer zone, monitoring of the nest site (funded by the project proponent) by a qualified biologist will be required to determine if the nest is abandoned. If the nest is abandoned and if the nestlings are still alive, the project proponent shall fund the recovery and hacking (controlled release of captive reared young) of the nestling(s). 4) Routine disturbances, such as routine maintenance activities within 0.25 mile of an active nest, shall not be prohibited. b) Nesting habitat for other protected or sensitive avian species: <ul style="list-style-type: none"> 1) Vegetation removal and construction shall occur after between September 1 and January 31 whenever feasible. 	

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		<p>2) Prior to any construction or vegetation removal between February 1 and August 31, a nesting survey shall be conducted by a qualified biologist of all habitat within 500 feet of the construction area. Surveys shall be conducted no less than 14 days and no more than 30 days prior to commencement of construction activities and surveys will be conducted in accordance with CDFG protocol as applicable. If no active nests are identified on or within 500 feet of the construction site, no further mitigation is necessary. This survey can be carried out concurrently with surveys for other species provided it does not conflict with any established survey protocols. A copy of the pre-construction survey shall be submitted to the City of Sacramento. If an active nest of a sensitive species is identified onsite (per established thresholds), specific mitigation measures shall be developed in consultation with CDFG and USFWS. At a minimum, these measures shall include a 500-foot no-work buffer that shall be maintained between the nest and construction activity until CDFG and/or USFWS approves of any other mitigation measures.</p> <p>3) Completion of the nesting cycle shall be determined by qualified ornithologist or biologist.</p> <p>c) Burrowing Owl Nesting Habitat:</p> <p>1) Prior to construction activity, focused pre-construction surveys shall be conducted for burrowing owls where suitable habitat is present within the construction areas. Surveys shall be conducted no less than 14 days and no more than 30 days prior to commencement of construction activities and surveys shall be conducted in accordance with CDFG burrowing owl survey protocol.</p>	

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		<p>2) If unoccupied burrows are found during the non-breeding season, the project applicant may collapse the unoccupied burrows, or otherwise obstruct their entrances to prevent owls from entering and nesting in the burrows. This measure would prevent inadvertent impacts during construction activities.</p> <p>3) If no occupied burrows are found in the survey area, a letter report documenting survey methods and findings shall be submitted to the City and CDFG, and no further mitigation is necessary.</p> <p>If occupied burrows are found, impacts on the burrows shall be avoided by providing a buffer of 165 feet during the non-breeding season (September 1 through January 31) or 250 feet during the breeding season (February 1 through August 31). The size of the buffer area may be adjusted if a qualified biologist and CDFG determine it would not be likely to have adverse effects on the owls. No project activity shall commence within the buffer area until a qualified biologist confirms that the burrow is no longer occupied. If the burrow is occupied by a nesting pair, a minimum of 7.5 acres of foraging habitat contiguous to the burrow shall be maintained until the breeding season is over.</p>	

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		4) If impacts on occupied burrows are unavoidable, onsite passive relocation techniques approved by CDFG shall be used to encourage owls to move to alternative burrows outside of the impact area. However, no occupied burrows shall be disturbed during the nesting season unless a qualified biologist verifies through non-invasive methods that juveniles from the occupied burrows are foraging independently and are capable of independent survival. Mitigation for foraging habitat for relocated pairs shall follow guidelines provided in the <i>California Burrowing Owl Consortium's April 1995 Burrowing Owl Survey Protocol and Mitigation Guidelines</i> , ¹ which ranges from 7.5 to 19.5 acres per pair.	
6.2-3 Development of the Specific Plan could result in take of an endangered and threatened fish species and degradation of designated critical habitat.	PS	6.2-3 To avoid, minimize, or compensate for potential impacts to protected and sensitive riverine species and critical habitat, and prevent any take of winter-run Chinook in the Specific Plan Area the following actions shall be undertaken by the project applicant. a) Unless prior approval is granted by the National Marine Fisheries Service, USFWS, and/or CDFG, (as applicable) in-water work shall be restricted to the July 1 to October 15 period to avoid construction impacts to winter-run and spring-run Chinook salmon.	LS

1 California Department of Fish and Game, 1995. Staff report on burrowing owl mitigation, Sacramento, CA.

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		b) Project-related impacts to riparian vegetation shall be minimized by replacing lost vegetation onsite at a minimum ratio of 1:1, along the Sacramento River, if feasible. Mitigation and/or restoration plans for all habitats that require revegetation, habitat creation, restoration, and enhancement shall be approved by the regulatory agencies, as appropriate, and shall include construction specifications; irrigation schedules; planting palettes (showing container stock/box plantings, cutting specifications, and seed mixes); monitoring, maintenance, and remediation schedules; and success criteria, assurances and contingency measures. Revegetation specifications, species composition and density shall be developed by an experienced restoration ecologist. The restoration sites shall be evaluated to ensure that required revegetation has been performed in areas where temporary construction has been completed. A report documenting restoration efforts shall be submitted by the applicant to the City and applicable regulatory agencies. If necessary, remedial revegetation should occur during the same rainy season that the remedial recommendation is made. Restoration sites shall be monitored by qualified restoration ecologists for three to five years, or until success criteria are achieved. Restoration plans shall be included in the final construction documents. Grading and revegetation activities shall comply with applicable regulations and mitigation measures identified in this EIR pertaining to dust, air emissions, noise, water quality and other potential environmental effects.	

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		<p>c) The project proponent shall plant riparian vegetation and install biotechnical features, such as brush piles, logs, and rootwads, to replace habitat impacted by construction of the outfall structure. These structures shall compensate for potential impacts associated with increased predation around the new structure. Specific measures shall include elements that contribute to nearshore cover in the immediate vicinity of the structure to increase the potential for juvenile fish while discouraging occupancy of the same structures by predaceous species. The precise amount and relative value of affected riparian and cover habitat would be determined during project-level analysis of proposed activities.</p> <p>d) Because design of the outfall is conceptual it is unknown what the specific final design would be, if dredging will be required, or if permanent impacts to designated critical habitat would occur that could result in adverse effects to listed species. If the final design does result in permanent impacts to the river, and regulatory agencies determine this to result in adverse effects to listed species, the area of river-bottom permanently removed by the project shall be calculated and compensated at a minimum 1:1 ratio, or as required by permitting agencies. Mitigation would occur through creation, restoration, enhancement, and/or preservation of this habitat within an approved off-site location and/or mitigation bank at a ratio to be negotiated with the regulatory agencies. Mitigation banking would involve using mitigation credits from mitigation banks approved by the regulatory agencies (i.e., Kimball Island Mitigation Bank or alike). Final mitigation ratios and locations are to be negotiated with the regulatory agencies prior to riverbed disturbing activities and detailed mitigation requirements will be identified in the final regulatory agency permits.</p>	

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		<p>Created, restored, or enhanced mitigation habitat will be conserved and managed per the regulatory agencies' permit requirements. For created, restored, or enhanced mitigation habitat the City will prepare a Riverbed Habitat Management Plan in coordination with, as applicable, the NMFS, USFWS and/or CDFG. Prior to commencing any activities that would impact riverbed critical habitat, the Habitat Management Plan will be approved by the applicable regulatory agencies and shall include, at a minimum; monitoring, maintenance, and remediation schedules; and success criteria, and assurances and contingency measures to ensure the viability of the mitigation areas. The Habitat Management Plan will, if required by permits, also place all acquired in permanent conservation easements, or other forms of protection to ensure the long-term protection of their biological resources. These long-term management plans and funding mechanisms will be reviewed and agreed to by the applicable regulatory agencies that have regulatory authority over the biological resources being mitigated; the terms will be based on reasonable management requirements designed to ensure the long-term biological resource viability at each mitigation site. If the off-site mitigation areas purchased are covered by an approved management program, the City will abide by the conditions of that program.</p>	

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		<p>e) The project applicant shall require all contractors to develop Spill Prevention Plans (SPP) and Storm Water Pollution Prevention Plans (SWPPP). These plans shall contain BMPs to be implemented to minimize the risk of sedimentation, turbidity, and hazardous material spills. Applicable BMPs shall include permanent and temporary erosion control measures, including the use of straw bales, mulch or wattles, silt fences, filter fabric, spill remediation material such as absorbent booms, proper staging of fuel, out of channel equipment maintenance, and ultimately seeding and revegetating. Preventing contaminants from entering the river during construction and operation of the facilities would protect water quality and the instream aquatic species.</p> <p>f) The project shall adhere to current (e.g., those applicable at the time of construction) Regional Water Quality Control Board (Regional Board) water quality objectives for the Sacramento River Basin. These objectives currently require that project discharge cannot exceed 1 Nephelometric Turbidity Unit (NTU) when natural turbidity is between 0 and 5 NTUs, 20 percent of natural turbidity levels when natural turbidity is between 5 and 50 NTUs, 10 NTUs when natural turbidity is between 50 and 100 NTUs, or 10 percent when natural turbidity is greater than 100 NTUs. NTUs are an indicator of the amount of light that is scattered and absorbed by suspended particles. A biological monitor shall supervise construction activities when ground-disturbing and/or construction activities occur below the top of the bank of the Sacramento River (e.g., in-channel work) and if objectives are exceeded, in-water construction shall stop until objectives can be met.</p> <p>g) Implement Mitigation Measures 6.6-1 and 6.6-5.</p>	
<p>6.2-4 Development of the Specific Plan could result in the removal of habitat for the Valley Elderberry Longhorn Beetle.</p>	<p>LS</p>	<p>None required.</p>	<p>NA</p>

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
6.2-5 Development of the Specific Plan could affect habitat for western pond turtle.	LS	None required.	NA
6.2-6 Development of the Specific Plan could result in the loss of a sensitive bat species roosting site, which could result in substantially increased mortality or reduced reproductive success.	S	6.2-6 Prior to construction within 100 feet of the I-5 and I Street Bridge, the project applicant shall conduct a pre-construction survey during the time when bats would be expected to be present and active to determine the presence of roosting bats. This survey shall be conducted by a wildlife biologist qualified to identify the species of bats using these roosts. If no special status species bats are roosting, then no further mitigation is required.	LS
		If special status bat species, e.g. roosting bats, are present, prior to construction within 100 feet of the I-5 and I Street Bridge, the project proponent shall provide for a replacement roosting facility in the form of either a bat house or several bat boxes, immediately adjacent to the I-5 and I Street Bridge. The wildlife biologist who conducted the pre-construction surveys shall recommend appropriate bat exclusion devices (i.e., light weight polypropylene netting (<1/6" mesh), plastic sheeting, tube-type excluders, etc.) that shall be installed at the bridge to prevent roosting bats from being on the bridge when demolition or construction occurs, but located such that they would not interfere with nesting purple martins (which shall take priority due to there tendency permanently abandon nesting sites that have been subject to artificial exclusion devices). The exclusion devices can be designed to serve multiple purposes if the exclusion of other species (i.e., purple martins) is also required.	

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Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
<p>6.2-7 Construction near I-5 and the I Street Bridge could result in increased mortality and reproductive success of purple martins if construction would result in the loss of a breeding colony.</p>	<p>S</p>	<p>6.2-7 a) Prior to beginning construction activities the project applicant shall prevent nest establishment on the areas of the structure that would be directly affected. Nest prevention methods include, but are not limited to, installation of a barrier (such as netting) to prevent bird access to the structure and/or continued removal of deposited mud material under the structure early in the nesting season to prevent construction of habitable nests. If nest prevention cannot be accomplished prior to the start of construction, and birds establish nests, the nests shall be protected from construction activity that would disrupt nesting activities until the nestlings fledge (per 6.2-7(b)). After the nestlings have fledged, the nests shall be inspected by a qualified biologist to confirm the absence of eggs and nestlings, prior to nest removal and commencement of construction activities.</p>	<p>LS</p>

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Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>b) Although purple martins are tolerant of human activities, if active nests are present no construction shall be conducted within 100 feet of the edge of the purple martin colony (as demarcated by the nest hole closest to the construction activity) during the purple martin breeding season from April 15 to August 1. The buffer area shall be avoided to prevent destruction or disturbance to the nest(s) until it is no longer active. The size of the buffer area may be adjusted if a qualified biologist and CDFG determine it would not be likely to have adverse effects on the martins. The site characteristics used to determine the size of the modified buffer should include; a) topographic screening; b) distance from disturbance to nest; c) the size and quality of foraging habitat surrounding the nest; and d) sensitivity of the species to nest disturbances. No project activity shall commence within the buffer area until a qualified biologist confirms that any nests are no longer active. In addition, no equipment shall be parked or stored beneath the I Street on-ramp or the I-5 overpass at the I Street on-ramp during the breeding season (April 15 to August 1).</p>	
<p>6.2-8 Development of the Specific Plan could result in net reduction of sensitive habitats including protected wetland habitat as defined in Section 404 of the Clean Water Act, riparian vegetation, and state jurisdictional waters/wetlands.</p>	S	<p>6.2-8 a) Following final design of the Sacramento River outfall, the loss of riparian habitat shall be quantified by a qualified biologist. In light of the determined loss of Sacramento River riparian habitat, combined with the removal of 0.25 acre remnant riparian habitat in the FOSA, the project applicant shall demonstrate no net loss of sensitive riparian habitat through restoration, creation, enhancement, or preservation at a compensation ratio equivalent to the area lost to project development. This measure may be implemented through the Streambed Alteration Agreement or other regulatory mechanism to the satisfaction of the City.</p>	LS

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Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		b) The project applicant shall include adequate signage and appropriate fencing along Specific Plan Area boundary adjacent to any sensitive habitats that remain or are created through mitigation. A signage and fencing plan shall be developed with the CDFG but at a minimum "Sensitive habitat" signs shall be installed along the sensitive habitat boundaries every 100 feet. The signs would inform recreationists of the sensitive habitat and species in the area and that unauthorized disturbance would be subject to penalties imposed by the CDFG and USFWS. Fencing shall be designed to allow free movement of wildlife but restrict human movement. c) Implement Mitigation Measure 6.2-3(b).	
6.2-9 Development of the Specific Plan could result in the isolation or interruption of contiguous habitat which would interfere substantially with the movement of resident or migratory fish or wildlife species, migratory wildlife corridors, or impede the use of native wildlife nursery sites.	PS	6.2-9 a) To avoid degradation of habitat values for wildlife along the river portion of the site automobile headlights that are directed at a 90 degree angle onto the vegetation along the river shall be screened along the western project edge. This may be accomplished at the western foot of Railyards Boulevard and Camille Lane through the placement of a 3'-4' vegetated hedge or other structural methods that would not additionally hinder wildlife movement through the aforementioned riverine riparian vegetation. b) Outdoor lighting within 500 feet of the river shall be of the minimum wattage required for the particular use and shall be directed to the specific location intended for illumination (e.g., roads, walkways, or recreation fields) to prevent stray light spillover onto sensitive habitat. c) All fixtures on elevated light standards west of I-5 within the project boundaries, such as in parking lots or along roadways, shall be shielded to reduce glare.	LS
6.2-10 Development of the Specific Plan could conflict with local policies protecting trees.	PS	6.2-10 The project applicant shall comply with the City's tree ordinance and implement the following tree-protection measures prior to and during project construction.	LS

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>To the maximum extent feasible, the project design shall avoid loss of any protected tree. The project applicant shall retain a certified arborist to survey trees in the Specific Plan Area, including potential laydown areas, and identify and evaluate trees that will be removed. If the arborist's survey does not identify any protected trees that would be removed or damaged as a result of the Specific Plan Area, no further mitigation is necessary.</p> <p>If protected trees (or their canopy) are identified within the affected area, measures shall be taken to avoid impacts on protected trees, as detailed in the City's tree ordinance. Protected trees that are lost as a result of the project will be replaced according to the provisions of the ordinance (Section 12.64.040), which generally requires a 1-inch-diameter replacement for each inch lost. Tree replacement shall occur after project construction and will be monitored by qualified arborists.</p> <p>All native oaks greater than 6 inches in diameter at 48 inches above grade that are approved for removal or are critically damaged during construction shall be replaced by a greater number of the same species. At a minimum, one tree shall be planted for each inch in the diameter of the removed tree at 48 inches above grade. The exact size and number of replacement trees shall be determined by the City of Sacramento Urban Forest Services. A qualified biologist shall monitor trees during construction and the following spring and monitor the growth and survival of the newly planted trees. All revegetation plans shall require monitoring the newly transplanted trees for at least 5 years and the replacement of all transplanted trees that die during that period.</p>	

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Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
6.2-11 Development of the Specific Plan would contribute to the cumulative loss of special-status plant and wildlife species or their habitat in the region.	LS	None required.	NA
6.2-12 Development of the Specific Plan would contribute to the cumulative loss of sensitive habitat including wetlands and riparian habitat in the region.	LS	None required.	NA
6.2-13 Development of the Specific Plan could contribute to the cumulative reduction open space or impact riverine habitat, which would interfere substantially with the movement of resident or migratory fish or wildlife, or impede the use of native wildlife nursery sites within the region.	LS	None required.	NA
6.3 Cultural Resources			
6.3-1 The proposed project could cause a substantial adverse change in the significance of an archaeological resource, including human remains.	PS	6.3-1 a) Prior to any ground-disturbing activity in Archaeologically Sensitive Areas (ASAs), a focused Archaeological Testing Plan (ATP) shall be prepared and implemented to determine the presence/absence of archaeological resources and to assess their eligibility to the CRHR. The ATP shall be reviewed and approved by the Preservation Director prior to implementation. A programmatic ATP is provided in Appendix G of this EIR. b) If the testing program identifies CRHR-eligible archaeological resources, an Archaeological Mitigation Plan shall be prepared and implemented.	LS

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Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>c) With respect to portions of ASAs where ground-disturbing activities would take place but that are not subject to the archaeological test investigation referred to above, a Construction Monitoring Plan shall be prepared and implemented to ensure appropriate identification and treatment of unanticipated archaeological resources, if any are discovered during grading or construction activities.</p> <p>d) Prior the commencement of any ground disturbance in the 6th-7th Street Corridor ASA, consultation shall be initiated between the landowner or his representative and the appropriate Native American group having traditional authority over the Initial Phase Area. The goal of the consultation shall be to formulate procedures for the treatment of Native American human remains, should any be uncovered during project activities.</p> <p>e) Earth-moving activities within areas identified in the ATP shall be monitored by an archaeologist approved by the City of Sacramento Preservation Director. In the event that unanticipated archaeological resources or human remains are encountered, compliance with federal and state regulations and guidelines regarding the treatment of cultural resources and human remains shall be required. The following details the procedures to be followed in the event that new cultural resource sites or human remains are discovered.</p>	

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Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		i. If the monitoring archaeologist believes that an archaeological resource has inadvertently been uncovered, all work adjacent to the discovery shall cease, and the appropriate steps shall be taken, as directed by the archaeologist, to protect the discovery site. The area of work stoppage will be adequate to provide for the security, protection, and integrity of the archaeological resources in accordance with Federal and State Law. At a minimum the area will be secured to a distance of 50 feet from the discovery. Vehicles, equipment, and unauthorized personnel will not be permitted to traverse the discovery site. The archaeologist will conduct a field investigation and assess the significance of the find. Impacts to cultural resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by the archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological Documentation. All identified cultural resources shall be recorded on the appropriate DPR 523 (A-L) form and filed with the North Central Information Center.	

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		<p>ii. If human remains are discovered at the project construction site during any phase of construction, all ground-disturbing activity within 50 feet of the resources shall be halted and the County Coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County Coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. If the remains are determined to be Chinese, or any other ethnic group, the appropriate local organization affiliated with that group shall be contacted and all reasonable effort shall be made to identify the remains and determine and contact the most likely descendant. The approved mitigation shall be implemented before the resumption of ground-disturbing activities within 50 feet of where the remains were discovered.</p> <p>If the remains are of Native American origin, the landowner or his representative shall contact the Native American Heritage Commission to identify the Most Likely Descendant. That individual shall be asked to make a recommendation to the landowner for treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.983.</p> <p>If the Most Likely Descendant fails to make a recommendation or the landowner or his authorized representative rejects the recommendation of the descendant, and if mediation by the Native American Heritage</p>	

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		Commission fails to provide measures acceptable to the landowner, then the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.	
<p>6.3-2 The proposed project could cause a substantial adverse change in to the Southern Pacific Railroad Shops, a historical resource as defined in Section 15064.5 of the State CEQA Guidelines, through the potential alteration and demolition of character-defining features of contributing elements of the Historic District.</p>	PS	<p>6.3-2</p> <p>a) An Architectural Historian qualified under the Secretary of the Interior's Standards shall be retained to prepare the necessary documentation to formally list the Central Shops Historic District as a locally Adopted Historic District.</p> <p>b) A copy of the full Southern Pacific Company Sacramento Shops HAER document (HAER CA303) shall be acquired, including the historic narrative, architectural drawings, and photographs, and archive quality copies disseminated to the appropriate state, regional, and local repositories.</p> <p>c) Consistent with the City's Historic Preservation Ordinance, and in coordination and consultation with the Preservation Director, a Historic District Plan that is specifically focused on the historic district in the Central Shops shall be prepared. The Historic District Plan shall include, at a minimum, the following components:</p> <ol style="list-style-type: none"> 1. Statement of the goals for review of development projects within the historic district; 2. A representation of the historical development of land uses, existing land uses, and any adopted plans for future land uses; 3. A statement of findings, including the following: <ol style="list-style-type: none"> a. The historical or pre-historical period to which the area is significant. 	LS

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		<ul style="list-style-type: none"> b. The predominant periods or styles of the structures or features therein. c. The significant features and characteristics of such periods or styles, as represented in the historic district, including, but not limited to, structure height, bulk, distinctive architectural details, materials, textures, archeological and landscape features and fixtures. d. A statement, consistent with Article IV, Sacramento Register of Historic and Cultural Resources, of this chapter, of the standards and criteria to be utilized in determining the appropriateness of any development project involving a landmark, contributing resource or noncontributing resource within the historic district. 	
6.3-3 The proposed project could cause a substantial adverse change to the Southern Pacific Railyard Historic District by constructing new buildings and structures surrounding the contributing elements of the district.	LS	None required.	NA
6.3-4 The proposed project could cause a substantial adverse change to contributing elements of the Sacramento Depot that could be caused by construction activities associated with the relocation of the UPRR main line tracks.	LS	None required.	NA
6.3-5 The proposed project could cause a substantial adverse change to the I Street Bridge.	LS	None required.	NA

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Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
6.3-6 The proposed project could cause a substantial adverse change in the significance of the remnant portion of the Pioneer/Sperry Grain Mill, California State Landmark 780 the First Transcontinental Railroad, and the Levees.	S	6.3-6 a) A qualified architectural historian shall be retained to inventory and record the route of the First Transcontinental Railroad through the project site to HABS/HAER standards. The HABS/HAER recordation shall be disseminated to the appropriate repositories. b) The historical information about the resource shall be integrated into the interpretation displays and signage along the route. c) Implement Mitigation Measure 6.3-1(e).	LS
6.3-7 The proposed project could cause a substantial adverse change in the significance of the Alkali Flat Historic District if it would construct development adjacent to the District's west side that would be out of context for the area.	LS	None required.	NA
6.3-8 The proposed project could contribute to the cumulative degradation or loss of archaeological resources, including human remains.	PS	6.3-8 Implement Mitigation Measures 6.3-1(a) through 6.3-1(e).	LS
6.3-9 The proposed project could contribute to the cumulative loss or alteration of historical resources.	LS	None required.	NA
6.4 Seismicity, Soils, and Geology			
6.4-1 The proposed project could expose people or structures to rupture of a known earthquake fault.	NI	None required.	NA
6.4-2 The proposed project could expose people and structures to moderate or strong seismic groundshaking (MMI VI to MMI VII).	LS	None required.	NA
6.4-3 The proposed project could expose people and structures to seismic-related ground failure, including liquefaction.	LS	None required.	NA

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6.4-4 The proposed project could result in damage to the historic Central Shops.	S	6.4-4 a) To the extent feasible, the historic buildings shall be stabilized and reinforced prior to trenching or other construction activities adjacent to the buildings. b) The project applicant shall take reasonable precautions to protect historic structures from damage, such as settlement, caused by excavation, trenching, dewatering, or other construction activities that could affect the integrity of the buildings or expose workers to physical hazards. c) Measures shall be taken to reduce or eliminate potential ground settlement of the areas surrounding the historic buildings due dewatering, excavation, or adjacent construction. A pre-excavation settlement-damage survey shall be prepared that shall include, at a minimum, visual inspection of existing vulnerable structures for cracks and other settlement defects, and establishment of horizontal and vertical control points on the buildings. A monitoring program of surveying horizontal and vertical control points on structures and shoring shall be followed to determine the effects of dewatering, excavation, and construction on the particular building site. If it is determined by the engineer that the existing buildings could be subject to damage, work shall cease until appropriate remedies to prevent damage are identified.	LS
6.4-5 The proposed project could expose people or structures to landslides.	NI	None required.	NA
6.4-6 The proposed project could cause erosion or the loss of topsoil during construction or operation.	LS	None required.	NA

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6.4-7 The proposed project could cause on- or off-site lateral spreading, subsidence, settlement, or collapse because the Specific Plan Area contains unstable geologic and soil units.	LS	None required.	NA
6.4-8 The proposed project could be located on expansive soil, as defined in Table 18-1-A of the California Building Code (2001), as adopted by the City of Sacramento, creating life or property hazards.	LS	None required.	NA
6.4-9 The proposed project would contribute to increases in the number of people exposed to seismic and geologic risks.	LS	None required.	NA
6.4-10 The proposed project would contribute to cumulative increases in erosion within the American River watershed.	LS	None required.	NA
6.5 Hazards and Hazardous Substances			
6.5-1 Development of the proposed Specific Plan would occur on property that is known to contain contaminated soil, which could present a hazard to construction workers if not properly managed.	PS	6.5-1 The City shall enforce the following requirements for construction on the Specific Plan Area: a) The City recognizes that DTSC has ultimate authority regarding approval of health risk assessments. However, through a new Tri-Party MOU, the City may provide input to DTSC if any assumptions employed appear to be inaccurate or differ from those previously prepared. b) Each developer's general contractor shall prepare a site-specific construction worker health and safety plan containing construction worker health and safety requirements based on the levels of remediation already performed in each project area.	LS

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		<p>c) Contractors shall be given a worker health and safety guidance document at the time of grading or building permit application to assist them in preparing site-specific worker health and safety plans. Pursuant to the requirements of state and federal law, the site-specific health and safety plan may require the use of personal protective equipment, onsite continuous air quality monitoring during construction, and other precautions.</p> <p>d) During construction, except in imported clean fill areas, all excavation, soil handling, and dewatering activities shall be observed for signs of apparent contamination by the developer under DTSC oversight.</p> <p>e) In addition to these steps, DTSC, through the new Tri-Party MOU, shall provide for environmental oversight, including site inspection during construction and procedures for detecting previously undiscovered contamination during site excavation as well as contingency plans for investigation, remediation and disposal of such contamination.</p>	
6.5-2 Development of the proposed Specific Plan would occur on property that is known to contain contaminated soil and groundwater, which could present a hazard to people during occupancy of the proposed project if not properly managed.	S	6.5-2 In areas where the groundwater contamination has the potential to reach water, sewer or storm drainage pipelines due to fluctuations in the elevation of the groundwater table, measures will be used to prevent infiltration in accordance with DTSC requirements.	LS
6.5-3 Soil remediation activities will occur concurrently with development of the proposed Specific Plan, which could expose project occupants or visitors to adverse health effects associated hazardous substances.	PS	<p>6.5-3</p> <p>a) With the exception of the Central Shops, development of any parcel site shall only be permitted if relevant soil remediation for an entire block and the full right-of-way of all surrounding streets has been completed. Thus, occupancy of a portion of a block will be prohibited unless the entire block and the area immediately surrounding the block are remediated accordingly.</p> <p>b) Fencing shall prevent access to surface soil in unremediated areas of the site.</p>	LS

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		<ul style="list-style-type: none"> c) Dust control for active cleanup sites shall be implemented. d) Construction site air monitoring, if required by site-specific conditions, shall be conducted. e) Compliance with building design requirements, to be included in the building code ordinance, for preventing the buildup of soil vapors in enclosed spaces where applicable, shall be required if determined by DTSC to be necessary. f) Prior to approval of any grading permit, developers shall demonstrate access to a nearby secure holding area for interim storage of contaminated soil that could be uncovered during construction, and provide a plan for transport of soil to the holding area. g) Developers shall be required to employ construction dewatering techniques, should they become necessary, that minimize potential for pulling groundwater contaminants to the surface. Contingency plans for pretreatment of contaminated groundwater, if necessary, shall be in place prior to the start of construction in the event that extracted water cannot be sent to the regional wastewater treatment plant. h) Prior to issuance of a grading permit, the developer shall demonstrate compliance with all applicable protective measures. If the level of protection is inadequate, implementation of additional protective measures is required; the City may review this Specific Plan to determine if amendments are required to protect human health and the environment. 	

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6.5-4 Construction of site features such as infrastructure and buildings could interfere with remediation efforts.	PS	6.5-4 a) Project developers and their contractors shall coordinate with the City of Sacramento, DTSC, and other involved agencies, as appropriate, to assure that project construction shall not interfere with any adjacent and/or on-site remediation activities or unduly delay any or site remediation activities. b) The project developers and their contractors shall comply with all applicable site controls established for site remediation activities through the approved RAPs and RDIP and shall ensure that project construction does not prevent such compliance. c) Implement Mitigation Measure 6.5-3.	LS
6.5-5 Throughout the life of the project, currently proposed land uses may be changed and new construction may occur, exposing construction workers and site occupants to unacceptable levels of contaminated soil and/or groundwater in the Specific Plan Area. Cleanup standards affecting soil could also be revised downward in light of new scientific information, indicating that planned cleanup levels may not be as protective of human health as originally assumed.	PS	6.5-5 Hazardous substances review at the development permitting stage shall involve consulting with DTSC to determine if changing standards will trigger the need for additional remediation under the following circumstances: <ul style="list-style-type: none"> • Sites that currently expose the general public to bare soil or landscaped soil shall be reevaluated if a significant change of standards has occurred since the last such evaluation. • In utility corridors, existing cleanup levels shall be reevaluated to ensure that construction worker health and safety is adequately protected if a significant change in standards occurs. • On development parcels where remediation standards are revised significantly downward following remediation but before site development, cleanup levels shall be reevaluated for consistency with proposed land use. 	LS

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<p>6.5-6 Central Shops buildings that will be renovated and/or restored are likely to contain asbestos, lead-based paint, or other hazardous substances, which could be released to the environment if not properly identified, removed, contained, and transported for disposal at approved sites.</p>	<p>PS</p>	<p>6.5-6 Prior to renovation and/or restoration of the Central Shops buildings, the project applicant shall provide written documentation to the City that asbestos-containing materials (ACM) and lead-based paint has been abated and any remaining hazardous substances and/or waste have been removed in compliance with applicable state and local laws and regulations.</p>	<p>LS</p>
<p>6.5-7 Implementation of the proposed project would increase the use of hazardous substances during construction and occupancy of the proposed project.</p>	<p>LS</p>	<p>None required.</p>	<p>NA</p>
<p>6.5-8 Development of the proposed project would bring new residents in proximity to existing non-project-related hazardous substances transportation routes, such as I-5 and the UPRR rail lines.</p>	<p>LS</p>	<p>None required.</p>	<p>NA</p>
<p>6.5-9 Development of the West Jibboom Street Property in the Riverfront District (APN 002-0010-023) could expose construction workers to hazardous substances that could be present in soil or groundwater.</p>	<p>PS</p>	<p>6.5-9 Prior to development of the West Jibboom Street Property site, the results of a Phase 2 ESA and subsurface geophysical investigation shall be submitted to DTSC. If the Phase 2 ESA concludes that site remediation would be necessary to protect human health and the environment (if the site is developed as envisioned in the Specific Plan), the site shall not be developed until the site is remediated to levels that would be protective of the most sensitive population for the planned use.</p>	<p>LS</p>
<p>6.5-10 Development of the proposed Specific Plan, in combination with development of other projects in the City of Sacramento that are on property that are known to contain, or could contain contaminated soil or groundwater, could present a hazard to construction workers if not properly managed.</p>	<p>LS</p>	<p>6.5-10 Implement Mitigation Measures 6.5-1, 6.5-3, 6.5-4, 6.5-5, and 6.5-9.</p>	<p>LS</p>

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TABLE 2-1			
SUMMARY OF IMPACTS AND MITIGATION MEASURES			
Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
6.5-11 The renovation and/or restoration of Central Shops buildings likely to contain asbestos, lead-based paint, or other hazardous substances, in combination with similar activities at existing buildings in the City of Sacramento, could result in a release of hazardous substances to the environment if not properly identified, removed, contained, and transported for disposal at approved sites.	PS	6.5-12 Implement Mitigation Measure 6.5-6.	LS
6.5-12 Implementation of the proposed project would contribute to cumulative increases in the use of hazardous substances during construction and occupancy of the projects.	LS	None required.	NA
6.5-13 Implementation of the proposed project would contribute to cumulative increases in the number of people who could be exposed to accidental or intentional release hazardous substances on rail lines and roadways.	LS	None required.	NA
6.6 Hydrology and Water Quality			
6.6-1 Construction of the proposed project could degrade the quality of receiving water bodies.	LS	None required.	NA
6.6-2 Operation of the proposed project would generate new sources of polluted runoff that could violate water quality standards or waste discharge requirements for receiving waters.	S	6.6-2 The proposed Specific Plan shall limit discharges to the Sacramento River from the cistern that do not meet the water quality standards set by the City and the CVRWQCB. If the cistern cannot meet the required water quality standards, then the proposed Specific Plan shall incorporate BMPs using the best available technology as provided in the Stormwater Quality Design Manual for the Sacramento and South Placer Regions (Manual) (May 2007) to reduce urban pollutant discharges to the Sacramento River.	LS

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SUMMARY OF IMPACTS AND MITIGATION MEASURES			
Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
6.6-3 Implementation of the proposed project could adversely affect groundwater quality, the rate and direction of groundwater flow, or interfere with groundwater recharge.	LS	None required.	NA
6.6-4 The proposed project could expose people or structures to an increased risk from flooding.	LS	None required.	NA
6.6-5 Stormwater and operational runoff from the project would contribute to cumulative increases in discharge of urban pollutants to the Sacramento River, which could affect water quality.	S	6.6-5 Implement Mitigation Measures 6.6-2.	LS
6.6-6 The proposed project would contribute to cumulative increases in discharges of groundwater from dewatering during construction or operation to the CSS or separate drainage system, and adversely affect water quality.	LS	None required.	NA
6.6-7 The proposed project would contribute to cumulative increases in the number of people and structures that could be exposed to flood hazards.	LS	None required.	NA
6.7 Land Use			
6.7-1 The proposed project would not physically divide an established community.	NI	None required.	NA
6.7-2 The proposed project could result in short or long-term land use conflicts due to the adjacency or proximity of incompatible uses.	LS	None required.	NA

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TABLE 2-1

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
6.8 Noise and Vibration			
6.8-1 Construction of projects under the proposed Specific Plan could temporarily produce loud noise.	S	<p>6.8-1 The contractor shall ensure that the following measures are implemented during all phases of project construction:</p> <p>a) Whenever construction occurs adjacent to occupied residences (on or offsite), temporary barriers shall be constructed around the construction sites to shield the ground floor of the noise-sensitive uses. These barriers shall be of ¾-inch Medium Density Overlay (MDO) plywood sheeting, or other material of equivalent utility and appearance, and shall achieve a Sound Transmission Class of STC-30, or greater, based on certified sound transmission loss data taken according to ASTM Test Method E90 or as approved by the City of Sacramento Building Official.</p> <p>b) Construction activities shall comply with the City of Sacramento Noise Ordinance, which limits such activity to the hours of 7:00 a.m. to 6:00 p.m. Monday through Saturday, the hours of 9:00 a.m. to 6:00 p.m. on Sunday, prohibits nighttime construction, and requires the use of exhaust and intake silencers for construction equipment engines. Exceptions to these regulations may be granted by the building inspector, consistent with the Noise Ordinance.</p> <p>c) Construction equipment staging areas shall be located as far as feasible from residential areas while still serving the needs of construction contractors.</p> <p>d) Quieter "sonic" pile-drivers shall be used, unless engineering studies are submitted to the City that show this is not feasible and cost-effective, based on geotechnical considerations; and</p>	SU

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		e) Activities that generate high noise levels, such as pile driving and the use of jackhammers, drills, and impact wrenches, shall be restricted to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday, unless it can be proved to the satisfaction of the City that the allowance of Saturday work on certain onsite parcels (i.e., those as far from noise-sensitive uses as possible) would not have an adverse noise impact.	
6.8-2 The proposed Specific Plan could permanently expose sensitive receptors to traffic and rail noise levels on an ongoing basis.	LS	None required.	NA
6.8-3 The proposed Specific Plan could permanently expose sensitive receptors in the Specific Plan Area to noise produced by onsite stationary sources.	S	6.8-3 The project sponsor shall ensure that the following measures are implemented for all development under the proposed Specific Plan Area: a) Prior to the issuance of building permits, the applicant shall submit engineering and acoustical specification for project mechanical HVAC equipment to the Planning Director demonstrating that the equipment design (types, location, enclosure, specifications) will control noise from the equipment to at least 10 dBA below existing ambient at nearby residential and other noise-sensitive land uses.	LS
6.8-4 Construction of the Specific Plan could temporarily increase levels of groundborne vibration.	S	6.8-4 Implement Mitigation Measure 6.8-1.	SU
6.8-5 Development of the Specific Plan could expose new receptors to vibration on an ongoing basis.	S	6.8-5 a) The City shall work with UPRR and RT to identify methods of vibration reduction that could be implemented during UPRR track relocation and LRT track construction. Such methods could include, but would not be limited to: <ul style="list-style-type: none"> • soil densification under the tracks; • use of deep piles under the track bed; • use of tire derived aggregate below the track bed; 	LS

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<ul style="list-style-type: none"> • floating slab tracks; • for light rail, use of a resiliently supported fastener system; and for light rail, installation of a ballast mat beneath the track. <p>b) After relocation of the UPRR tracks, the applicant shall prepare a revised screening analysis to address reductions in the potential area of impact due to incorporation of measures in Mitigation Measure 6.8-3(a). The revised screening analysis shall supersede Figure 6.8-3 in this EIR.</p> <p>c) Prior to use of the relocated tracks, the historic structures to be retained in the Central Shops Historic District shall be stabilized using methods that would protect against vibration levels identified in the screening analysis.</p> <p>d) Prior to design review, the applicant shall have a certified vibration consultant prepare a site-specific vibration analysis for residential uses and historic structures that are within the screening distance (shown in Figure 6.8-3) for freight and passenger trains or light rail trains. The analysis shall detail how the vibration levels at these receptors would meet the applicable vibration standards to avoid potential structural damage and annoyance. The results of the analysis shall be incorporated into project design.</p>	
6.8-6 The proposed project would contribute to cumulative increases in traffic and rail noise levels.	S	None available.	SU

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SUMMARY OF IMPACTS AND MITIGATION MEASURES			
Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
6.9 Parks and Open Space			
6.9-1 The proposed Specific Plan would increase demand for parks and recreation facilities.	S	6.9-1 Prior to the recordation of the tentative map, the project applicant shall reach agreement with the City on which of the proposed project elements and acreage meet the parkland dedication requirements. The project applicant shall pay in-lieu fees (Quimby and/or PIF) on the difference in acreage between what the City parkland requirement is and the amount of parkland the proposed project would supply or provide "turnkey" improvements equal to the value of in-lieu fees owed, if any.	LS
6.9-2 The proposed Specific Plan would increase demand for and use of the bicycle path network.	PS	6.9-2 During construction, the project applicant shall allow continuous access to the existing bike trail at the western boundary of the Specific Plan Area along the Sacramento River or provide an alternate bicycle access route through or around the Specific Plan Area.	LS
6.9-3 The proposed Specific Plan would contribute to cumulative increases in the demand for additional parkland in the Central City.	S	6.9-3 Implement Mitigation Measure 6.9-1.	LS
6.10 Public Services			
6.10-1 The proposed project would increase demand for law enforcement services.	LS	None required.	NA
6.10-2 The proposed project would contribute to the cumulative increased demand for police protection services within the Central City.	LS	None required.	NA
6.10-3 The proposed project would increase demand for fire protection services.	LS	None required.	NA
6.10-4 Development of the proposed project could contribute to cumulative increases in demand for fire protection services within the Central City.	LS	None required.	NA

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
6.10-5 The proposed project would generate solid waste, which could result in the need for new landfills or the expansion of existing facilities.	LS	None required.	NA
6.10-6 The proposed project would contribute to cumulative increases in solid waste, which could result in the construction of new landfills or the expansion of existing facilities.	LS	None required.	NA
6.10-7 The proposed project would generate additional elementary school students in the Sacramento City Unified School District.	LS	None required.	NA
6.10-8 The proposed project would generate additional middle school students in the Sacramento City Unified School District.	LS	None required.	NA
6.10-9 The proposed project would generate additional high school students in the Sacramento City Unified School District.	LS	None required.	NA
6.10-10 The proposed project could result in a school within 1,500 feet of a railroad track.	S	6.10-10 Prior to school site approval, the Sacramento Unified School District shall retain a competent professional to prepare a safety study that assesses cargo manifests, frequency, speed, and schedule of railroad traffic, grade, curves, type and condition of track need for sound or safety barriers, need for pedestrian and vehicle safeguards at railroad crossings, presence of high pressure gas lines near the tracks that could rupture in the event of a derailment, and an evacuation plan. In addition to the analysis, the study shall identify and the district shall incorporate measures to avoid potentially hazards to students related to proximity to the rail line on the campus.	LS

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
6.10-11 The proposed project would contribute to cumulative increases in the number of students in the Sacramento City Unified School District.	LS	None required.	NA
6.10-12 The proposed project would contribute to cumulative increases in the number of middle school students in the Sacramento City Unified School District.	LS	None required.	NA
6.10-13 The proposed project would contribute to cumulative increases in combination with other projects in the Central City would in the number of high school students in the Sacramento City Unified School District.	LS	None required.	NA
6.10-14 The proposed project would result in an increased demand for library services.	LS	None required.	NA
6.10-15 The proposed project would contribute to cumulative increases for library services.	LS	None required.	NA
6.11 Public Utilities			
6.11-1 The proposed project would increase wastewater and stormwater flows requiring treatment.	PS	6.11-1 Prior to completion of the cistern, the City shall limit development of the proposed project so that combined wastewater and stormwater flows do not exceed the project's peak flow sewage generation rate of 9.43 mgd.	LS
6.11-2 The proposed project would increase stormwater and wastewater flows over pre-development conditions through the CSS conveyance system.	PS	6.11-2 The City shall limit development of the proposed project so that combined wastewater and stormwater flows do not exceed a flow rate of five cubic feet per second, until (1) the cistern and outfall for stormwater flows are constructed, and/or (2) planned CSS improvements for wastewater flows are implemented.	LS
6.11-3 The proposed project would contribute to cumulative increases in flows to be treated and discharged at the SRWTP.	LS	None required.	NA
6.11-4 The proposed project would contribute to cumulative increases in stormwater runoff and wastewater through the CSS.	LS	None required.	NA

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Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
6.11-5 The proposed project would increase demand for potable water.	LS	None required.	LS
6.11-6 The proposed project would increase demand for treated water and water distribution systems.	LS	None required.	LS
6.11-7 The proposed project would contribute to cumulative increases in water demand throughout the City.	LS	None required.	LS
6.11-8 The proposed project would contribute to cumulative increases in the need for water supply treatment and/or distribution facilities.	PS	6.11-8 a) Implement Maximum Day Demand Conservation in the proposed project. The City's 2006 UWMP presents three future demand projection scenarios spread over a twenty-five year planning horizon, they include a "no conservation" scenario, a 7.5 percent conservation scenario and a 25.6 percent conservation scenario. Assuming that as a mitigation measure the proposed project could achieve 7.5 percent conservation in average day demands, the proposed project would roughly save approximately 287,250 gpd (3.54 mgd) and reduce average annual demands to 3,965 AFA down from the calculated demand of 4,295 AFA for a savings of 330 AFA. The conservation savings achieved at the project site would not reduce the maximum day demands enough to overcome the 2020 City-wide capacity deficit; therefore, this ultimately is a City-wide issue and the City would be need to the address future potential maximum day demand deficit on a larger scale to reduce the potentially significant cumulative impact to a less-than-significant level. b) Implement Diversion and WTP as cost-sharing partner in Sacramento River Water Reliability Study.	LS

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>The City is a partner on the Sacramento River Water Reliability Study, which is investigating alternatives for an additional 365 cfs (235 mgd) diversion on the Sacramento River and an associated water treatment facility. The City would have access to 145 mgd of the available 235 mgd. The 145 mgd diversion and WTP alternative included in the SRWRS would avoid any future capacity deficits as shown in Table 6.11-9. Upon implementation of this new diversion and WTP plant project, the potentially significant cumulative impact would be reduced to a less than significant cumulative impact.</p>	
		<p>The SRWRS requires is undergoing environmental review under CEQA and NEPA, in addition to compliance with Endangered Species Act and other applicable regulatory requirements. This process began in 2002 with the authorization of Public Law 106 – 554 and is currently ongoing. USBR is the federal lead agency and Placer County Water Agency is the local lead agency. The draft environmental documentation is scheduled to be completed in the spring of 2008 and would be certified in early 2009. USBR plans to issue a Record of Decision in spring 2009.²</p>	
		<p>The construction and operation of a second Sacramento River diversion and WTP could result in, at a minimum, the following potentially significant environmental impacts:</p> <ul style="list-style-type: none"> • Exposure of soils to erosion and loss of topsoil during construction; • Surface water quality degradation (cumulative impact); 	

2 Initial Alternatives Report. Final Version, March 2005. Sacramento River Reliability Study. Updated by personal communication with Jim Peifer, City of Sacramento and Sammie Cervantes, USBR, August 9, 2007.

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<ul style="list-style-type: none"> • Destruction or disturbance of subsurface archeological or paleontological resources; • Construction-related air emissions; • Construction and operations-related noise impacts; • Visual and/or light and glare impacts; • Loss of protected species and degradation or loss of their habitats; • Conversion of existing agricultural lands or resources; • Degradation of fisheries habitat (cumulative impact); and • Exposure to pre-existing listed and unknown hazardous materials contamination. <p>Mitigation measures would be to need developed to reduce any potentially significant impacts to less than significant levels. As such, due to the timing uncertainties associated with the long-term water supply infrastructure necessary to overcome the cumulative maximum day demands deficit in 2020, project-specific mitigation measures would need to be tailored to the proposed project. The following are illustrative of the types of mitigation measures that could be implemented to avoid or reduce those impacts listed above to less than significant levels:</p> <ul style="list-style-type: none"> • Reduction in operational and construction air emissions as required by SMAQMD; • Avoidance of surface water pollution through control of on-site stormwater flows, protection of top soils or stock piles from wind and water erosion, and implementation of related BMPs; • Minimization of operational and construction noise through the use of noise attenuation measures; • compensate for effects to biological resources; 	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<ul style="list-style-type: none"> • Avoidance and/or implementation of appropriate measures to restore, create, preserve or otherwise • Avoidance of effects to buried cultural resources through investigation and pre-testing, and/or on-site archaeological monitoring and implementation of appropriate steps if cultural resources are discovered during earth moving activities; • Avoidance of hazardous materials effects through appropriate investigation and remediation of any on-site hazards; and • Avoidance, preservation or other appropriate compensation for loss of or adverse effects to important farmlands. <p>The City, as a lead or responsible agency, would be required to implement mitigation measures identified for each mitigation project. The City would not be responsible for the actions taken by other local jurisdictions or agencies.</p> <p>c) Implement a City of Sacramento Only Sacramento River Diversion and WTP.</p> <p>Another mitigation option would be for the City to be the sole operator of the second Sacramento River diversion and Elverta Road WTP project. Under this option, the diversion and WTP would be scaled down to provide the additional capacity needed to meet only the City's maximum day demands when diversion limitations apply at FWTP under the City WFA PSA. As presented in the SRWRS, the City would most likely construct capacity to divert roughly 235 cfs and could treat up to 145 mgd at the new WTP. This new diversion and WTP would avoid any future maximum day capacity deficits through 2030 and beyond, as shown in Table 6.11-10, the new 145 WTP would provide capacity to meet all demands through 2030.³ This was presented as one of the X</p>	

3 Executive Summary, Initial Alternatives Report, Final Version, March 2005. Sacramento River Water Reliability Study (attached as Appendix C).

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		<p>Avoidance and/or implementation of appropriate measures to restore, create, preserve or otherwise assume this as a feasible mitigation measure. Upon implementation of this diversion and WTP project, the potentially significant cumulative impact would be reduced to a less than significant cumulative impact.</p> <p>As with the previous SRWRS alternative, this City-only project requires its own environmental review, whether as part of the SRWRS or as an independent project, in addition to compliance with all applicable regulatory requirement.</p> <p>The construction and operation of a second Sacramento River diversion and WTP as described above could in, at a minimum, result in the following potentially significant environmental impacts:</p> <ul style="list-style-type: none"> • Exposure of soils to erosion and loss of topsoil during construction; • Surface water quality degradation (cumulative impact); • Natural drainage courses and hydrology; • Construction-related air emissions; • Construction and operations-related noise impacts; • Visual and/or light and glare impacts; • Loss of protected species and degradation or loss of their habitats; • Conversion of existing agricultural lands or resources; • Degradation of fisheries habitat (cumulative impact); and • Exposure to pre-existing listed and unknown hazardous materials contamination. 	

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Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>Mitigation measures would need to be developed to reduce any potentially significant impacts to less than significant levels. As such, due to the timing uncertainties associated with the long-term water supply infrastructure necessary to overcome the cumulative maximum day demands deficit in 2020, project-specific mitigation measures would need to be tailored to the proposed project. The following are illustrative of the types of mitigation measures that could be implemented to avoid or reduce those impacts listed above:</p> <ul style="list-style-type: none"> • Reduction in operational and construction air emissions as required by SMAQMD; • Avoidance of surface water pollution through control of on-site stormwater flows, protection of top soils or stock piles from wind and water erosion, and implementation of related BMPs; • Minimization of operational and construction noise through the use of noise attenuation measures; • Avoidance and/or implementation of appropriate measures to restore, create, preserve or otherwise compensate for effects to biological resources; • Avoidance of effects to buried cultural resources through investigation and pre-testing, and/or on-site archaeological monitoring and implementation of appropriate steps if cultural resources are discovered during earth moving activities; • Avoidance of hazardous materials effects through appropriate investigation and remediation of any on-site hazards; and • Avoidance, preservation or other appropriate compensation for loss of or adverse effects to important farmlands. 	

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Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>The City, as a lead or responsible agency, would be required to implement mitigation measures identified for each mitigation project. The City would not be responsible for the actions taken by other local jurisdictions or agencies.</p> <p>d) Increase Groundwater Pumping.</p> <p>As previously discussed, the City maintains 32 wells for potable use; 23 wells are actively used to supply drinking water.⁴ The total capacity of the wells is 33 mgd, containing a sustainable capacity of approximately 30 mgd and producing up to 33,600 AFA. In 2000 - 2005 the City's annual average groundwater pumping was 22,992 acre-ft.⁵</p> <p>The proposed project's average annual demand is estimated at 3.83 mgd. In comparison to City-wide demands of 325 mgd in 2020 and up to 402 mgd in 2030 above-Hodge conditions, the proposed project's demand contribution is less than considerable. Nonetheless, under a dry year scenario, the project would increase demand on the City's water system infrastructure. In an effort to minimize the project's demand, the project could add new wells to the City's groundwater system paid for through developer or other water connection fees. Assuming a new groundwater well could pump roughly 1,000 gpm or 1.44 mgd, the 3 new wells would be needed to meet the project's peak day demands and offset the demand placed on the City's water system. Furthermore, each new project would have to pay their fair share to fund new groundwater wells to offset project-specific demands.</p>	

4 Dan Sherry, City of Sacramento, Utilities Department. Status of groundwater wells, June 23, 2005.
 5 Calculated from the City of Sacramento, Department of Utilities, Operational Statistics Annual Reports.

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Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>The City's water supply infrastructure is designed to serve the entire City-wide service area and new infrastructure ties into the existing system to meet both average and maximum day demands. The City supplements the surface water capacity by pumping groundwater to meet the maximum day demands. If no surface water diversion and treatment capacity is added by 2025, the City would need to more than double the peak day pumping rate to meet customer demands. This could not be achieved with the current well capacities and new wells would have to be installed. Upon implementation of this mitigation measure, the potentially significant cumulative impact would be reduced to a less-than-significant cumulative impact. This analysis assumes that additional wells would be installed in the SGA groundwater area.</p> <p>The implementation of this mitigation measure would require environmental analysis to assess if the construction or operation of new wells would have any adverse environmental consequences and would require environmental evaluation. The new wells, appurtenances and infrastructure could result in the following potentially significant environmental impacts:</p> <p>Exposure of soils to erosion and loss of topsoil during construction:</p> <ul style="list-style-type: none"> • Construction-related air emissions; • Destruction of buried archeological or paleontological resources; • Changes in natural drainage courses and hydrology; • Construction and operations-related noise impacts; • Visual and/or light and glare impacts; • Conversion of existing agricultural lands or resources; 	

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Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<ul style="list-style-type: none"> • Drawdown of groundwater in the North American Subbasin; and • Exposure to pre-existing listed and unknown hazardous materials contamination. <p>In addition, although this groundwater pumping mitigation measure could supply potable water to meet proposed site demands and offset a service area capacity deficit; this mitigation measure could also cause rapid drawdown of a sustained groundwater basin the results of which are counter to the SGA Groundwater Management Plan and WFA. Additionally, increasing groundwater withdrawals could adversely affect other groundwater pumping activities in the region, or cause dramatic changes within known and unknown groundwater contamination plumes in the Subbasin.</p> <p>Mitigation measures would be to need developed to reduce any potentially significant impacts to less than significant levels. As such, due to the timing uncertainties associated with the long-term water supply infrastructure necessary to overcome the cumulative maximum day demands deficit in 2020, project-specific mitigation measures would need to be tailored to the proposed project. The following are illustrative of the types of, mitigation measures that could be implemented to avoid or reduce those impacts listed above to less than significant levels:</p> <ul style="list-style-type: none"> (a) Reduction in operational and construction air emissions as required by SMAQMD; (b) Avoidance of surface water pollution through control of on-site stormwater flows, protection of top soils or stock piles from wind and water erosion, and implementation of related BMPs; (c) Minimization of operational and construction noise through the use of noise attenuation measures; 	

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Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<ul style="list-style-type: none"> (d) Avoidance and/or implementation of appropriate measures to restore, create, preserve or otherwise compensate for effects to biological resources; (e) Avoidance of effects to buried cultural resources through investigation and pre-testing, and/or on-site archaeological monitoring and implementation of appropriate steps if cultural resources are discovered during earth moving activities; (f) Avoidance of hazardous materials effects through appropriate investigation and remediation of any on-site hazards; and (g) Avoidance, preservation or other appropriate compensation for loss of or adverse effects to important farmlands. <p>The City, as a lead or responsible agency, would be required to implement mitigation measures identified for each mitigation project. The City would not be responsible for the actions taken by other local jurisdictions or agencies.</p>	

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Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
6.12 Transportation and Circulation			
<p>6.12-1 The Initial Phase would increase traffic volumes at study area intersections and cause the level of service to deteriorate.</p>	<p>S</p>	<p>6.12-1</p> <p>a) At the I-5 southbound ramps / Richards Boulevard intersection, the City shall install, or cause to be installed, one southbound lane to provide one exclusive left-turn lane, a combination left-through lane, and a right turn lane; and optimize the signal timing. The City has included the cost of this improvement in its approved Richards Boulevard Area Plan and Facility Element and the project applicant shall provide "fair-share" funding for this improvement through payment of traffic impact fees in accordance with the Railyards Financing Plan. The applicant's fair share contribution shall be calculated pro rata, on a per unit and/or square foot basis, based upon the land uses identified in development applications submitted to the City. The fair share contribution shall be paid to the City prior to the issuance of building permits.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (31.5 seconds delay) in the a.m. peak hour and the delay would be reduced to 84.1 seconds (but the level of service would remain at LOS F) in the p.m. peak hour. These results are shown in Table 6.12-15.</p> <p>The City will further mitigate freeway impacts by requiring the project applicant to pay a fair share contribution to fund the Downtown Natomas Airport (DNA) light rail system which will provide an alternative transportation mode.</p>	<p>SU</p>

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TABLE 2-1

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>b) At the I-5 northbound ramps / Richards Boulevard intersection, the City shall install, or cause to be installed, one westbound right-turn lane to provide two right-turn lanes and two through lanes; and optimize signal timing. The City has included the cost of this improvement in its approved Richards Boulevard Area Plan and Facility Element and the project applicant shall provide "fair-share" funding for this improvement through payment of traffic impact fees in accordance with the Railyards Financing Plan. The applicant's fair share contribution shall be calculated pro rata, on a per unit and/or square foot basis, based upon the land uses identified in development applications submitted to the City. The fair share contribution shall be paid to the City prior to the issuance of building permits.</p> <p>The City will further mitigate freeway impacts by requiring the project applicant to pay a fair share contribution to fund the Downtown Natomas Airport (DNA) light rail system which will provide an alternative transportation mode.</p> <p>With implementation of this mitigation measure, the level of service would be maintained at LOS C (25.4 seconds delay) in the a.m. peak hour and improved to LOS C (31.6 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-15.</p>	

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TABLE 2-1

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>c) At the Bercut Drive / Richards Boulevard intersection, the City shall install, or cause to be installed, one eastbound right turn lane to provide one left turn lane, two through lanes, and one right-turn lane; re-stripe the northbound lanes to provide one left-turn lane and one combination left-through-right lane; and optimize the signal timing. The City has included the cost of this improvement in its approved Richards Boulevard Area Plan and Facility Element and the project applicant shall provide "fair-share" funding for this improvement through payment of traffic impact fees in accordance with the Railyards Financing Plan. The applicant's fair share contribution shall be calculated pro rata, on a per unit and/or square foot basis, based upon the land uses identified in development applications submitted to the City. The fair share contribution shall be paid to the City prior to the issuance of building permits.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS B (11.7 seconds delay) in the a.m. peak hour and LOS E (69.7 seconds delay) in the p.m. peak hour. To further mitigate the impact would require additional widening of Richards Boulevard, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable. These results are shown in Table 6.12-15.</p>	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>d) At the 7th Street / Richards Boulevard intersection, the City shall install, or cause to be installed, overlapped signal phasing for the northbound 7th Street right turning movement that would be displayed at the same time the green left turn arrow is displayed for the westbound left turning movement from Richards Boulevard, and prohibited U-turning movements for the westbound approach to the intersection. The applicant shall pay a fair share of this mitigation measure and shall pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (34.9 seconds delay) in the a.m. peak hour and would remain at LOS C (28.1 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-15</p> <p>e) At the N 12th/N 16th Streets / Richards Boulevard intersection, the City shall optimize the signal timing in the a.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along 12th Street. With implementation of this mitigation measure, the level of service be improved to LOS D (47.7 seconds delay). These results are shown in Table 6.12-15.</p>	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>f) At the Bercut Drive / Bannon Street intersection, the City shall install, or cause to be installed, one southbound left turn lane, a traffic signal, and optimize signal timing. The City has included the cost of this improvement in its approved Richards Boulevard Area Plan and Facility Element and the project applicant shall provide "fair-share" funding for this improvement through payment of traffic impact fees in accordance with the Railyards Financing Plan. The applicant's fair share contribution shall be calculated pro rata, on a per unit and/or square foot basis, based upon the land uses identified in development applications submitted to the City. The fair share contribution shall be paid to the City prior to the issuance of building permits.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS B (16.0 seconds delay) in the a.m. peak hour and LOS D (39.8 seconds delay) in the p.m. peak hour. To further mitigate the impact would require additional widening of Bercut Drive, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable. These results are shown in Table 6.12-15.</p>	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>g) At the 12th Street / North B Street intersection, the City shall increase the cycle length at the N 12th Street/Sunbeam/Sproule Avenue intersection to 150 seconds, decrease the cycle length at the N 12th Street/Sunbeam/Sproule Avenue intersection to 75 seconds, and optimize the signal timing at both intersections during both the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of these signals to improve vehicle progression along 12th Street.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (20.9 seconds delay) in the a.m. peak hour and to LOS D (41.1 seconds delay) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p> <p>h) At the 7th Street / Railyards Boulevard intersection, the applicant shall install a second eastbound right turn lane on Railyards Boulevard. The applicant shall also pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along 7th Street.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS B (17.9 seconds delay) in the a.m. peak hour and to LOS C (27.9 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-15.</p>	

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TABLE 2-1

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>i) At the 5th Street / G Street intersection, the applicant shall install a second eastbound left turn lane, provide split signal phasing for eastbound and westbound movements on G Street, and optimize signal timing. The applicant shall also pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS B (17.9 seconds delay) in the a.m. peak hour and to LOS D (35.6 seconds delay) in the p.m. peak hour. To further mitigate the impact would require additional widening of the roadways to add vehicle lanes to increase vehicle capacity which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies.</p> <p>j) At the 6th Street / G Street intersection, the applicant shall install a second southbound lane 150 feet in length to provide one left-through lane and one right-through lane and optimize signal timing. The applicant shall pay a fair share of this mitigation measure and shall pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (33.3 seconds delay) in the a.m. peak hour and the delay would be reduced to 103.2 seconds delay (but the level of service would remain at LOS F) in the p.m. peak hour. To further mitigate the impact would require additional widening of the roadways to add vehicle lanes to increase vehicle capacity which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies.</p>	

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TABLE 2-1

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>k) At the 6th Street / H Street intersection, the applicant shall re-stripe the northbound 6th Street approach to the intersection to provide one through lane and one combination through-right turn lane, and optimize signal timing. The applicant shall also pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS D (35.3 seconds delay) in the a.m. peak hour and the delay would be reduced to 142.7 seconds (although the level of service would remain at LOS F) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p> <p>l) At the 7th Street / H Street intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (31.2 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-15.</p>	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>m) At the Jibboom Street / I Street intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the delay would be reduced to 109.0 seconds delay (although the level of service would remain at LOS F) in the p.m. peak hour. To further mitigate the impact would require widening of the elevated bridge structures to add vehicle lanes to increase vehicle capacity. The costs for such improvement cannot be justified because the improvements would be temporary as the Plan proposes to replace the Jibboom Street structure with an elevated connection from Bercut Drive.</p> <p>n) At the 5th Street / I Street intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (31.5 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-15.</p>	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>o) At the 6th Street / I Street intersection, the City shall prohibit parking during the p.m. peak hour for 100 feet along the right side of westbound I Street to provide one combination through-left lane, two through lanes, and one-combination through-right lane; and optimize signal timing. The applicant shall pay a fair share of this mitigation measure and shall pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the delay would be reduced to 52.0 seconds (although the level of service would remain at LOS D) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable. These results are shown in Table 6.12-15.</p>	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>p) At the 3rd Street / J Street intersection, the City shall provide, or cause to be provided, conversion of one southbound left-turn lane to a through lane to provide two through lanes and one left-turn lane; conversion of the eastbound combination through-right lane to an exclusive right-turn lane to provide one combination left-through lane, two through lanes, and one right-turn lane; and optimize signal timing. The applicant shall pay a fair share of this mitigation measure and shall pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS D (50.8 seconds delay) in the a.m. peak hour and LOS C (32.5 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-15.</p> <p>q) At the 3rd Street / L Street intersection, the City shall provide, or cause to be provided, conversion of one northbound through lane to a left-turn lane to provide two left-turn lanes and one through lane; conversion of southbound combination through-right lane to an exclusive right-turn lane to provide two through lanes and one right-turn lane; and optimize signal timing. The applicant shall pay a fair share of this mitigation measure and shall pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (25.4 seconds delay) in the a.m. peak hour and LOS D (44.6 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-15.</p>	

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TABLE 2-1			
SUMMARY OF IMPACTS AND MITIGATION MEASURES			
Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		r) At the 5 th Street / Capitol Mall intersection, the City shall optimize the signal timing in the a.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown. With implementation of this mitigation measure, the level of service would be improved to LOS C (20.3 seconds delay) in the a.m. peak hour. These results are shown in Table 6.12-15.	
6.12-2 The Initial Phase would add traffic to the study roadway segments that result in substandard levels of service.	S	6.12-2 (a) No mitigation measure was found that would lessen the impact of the Initial Phase. To mitigate the impact would require widening 6th Street to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Hence, the impact would remain significant and unavoidable.	SU
6.12-3 The Initial Phase would add traffic to the study freeway mainline segments and cause the level of service to degrade below LOS E.	S	6.12-3 The Traffic Study found that the impacted freeway mainline segments currently operate at LOS "F" in the Baseline Condition during the PM Peak Hour without the Project, and would continue to operate at LOS "F" in both the "Near Term Cumulative Condition (2013)" and "Long Term Cumulative Condition (2030)" both without and with the Project. Freeway mainline improvements are within the exclusive jurisdiction of Caltrans which can and should propose and adopt appropriate improvement plans that would reduce freeway mainline impacts pursuant to Public Resources Code Section 21081 and CEQA Guideline Section 15091.	SU

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>The City consulted with Caltrans prior to the preparation of this Draft EIR concerning possible mitigation measures to address impacts to the identified freeway mainline segments. The discussion focused on (1) identifying any Caltrans approved or adopted capital improvement projects that would improve access to and from Sacramento's downtown and improve the existing LOS F on the freeway mainline segments to LOS "E" or better in the Near Term (2013) and Long Term (2030), and (2) proportional share mitigation impact funding contributions to those projects as a means of addressing impacts to the highways from the Project and various other pending developments in the area.</p> <p>Caltrans indicated that they have developed general cost estimates for the following projects. Though these projects are designed to address regional transportation needs that extend far beyond the downtown area, Caltrans believes they would serve to mitigate impacts from pending downtown developments and are viable:</p> <ul style="list-style-type: none"> • I-5 American River Bridge widening - two structures. Add one standard lane and re-establish standard shoulders to each structure: \$134 million. • I-5 HOV lanes - Garden Highway to I-80 HOV lanes with direct connectors: \$300 million. • I-5 HOV lanes - U.S. 50 Interchange to Elk Grove Blvd: \$200 million. <p>No preliminary improvement plans have been prepared for these proposed freeway improvements, and it is unclear what the cost estimates are based on or include.</p>	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>These proposed freeway improvement projects are included in Sacramento Area Council of Governments (SACOG) existing Metropolitan Transportation Plan (MTP) for preliminary engineering and environmental only. The MTP is a long-range plan which is based on growth and travel demand projections coupled with financial projections. The MTP lists hundreds of locally and regionally important projects. It is updated every three years, at which time projects can be added or deleted. SACOG uses the plan to help prioritize projects and guide regional transportation project funding decisions. The projects included in the MTP have not gone through the environmental review process and are not guaranteed for funding or construction.</p> <p>Given the status of the freeway improvement projects identified by Caltrans and the information available at this time, the City has concluded that there is currently insufficient information and certainty on which to base a feasible and viable mitigation measure to address the Project's impacts on the identified freeway mainline segments. The proposed freeway improvement projects are not currently approved and funded. There is no fee or other funding mechanism currently in place for future funding. Furthermore, the City cannot determine either the cost of the proposed freeway improvement projects or the Project's fair share proportional contribution to the improvement projects with sufficient certainty to enable the City to develop a fee-based mitigation measure that would satisfy the legal requirements for fee-based mitigation under both CEQA (see CEQA Guidelines 15126.4), state planning and zoning laws (see Government Code Section 66000 et seq.) and constitutional principles that call for a nexus and rough proportionality between a project's impacts and the fee-based mitigation measure. Finally, the prospects of the proposed freeway improvements ever being constructed</p>	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>remains uncertain due to funding priorities and on-going policy developments that may favor other approaches to addressing freeway congestion.</p> <p>Therefore, the impacts of the proposed project on the three I-5 freeway segments would remain significant and unavoidable. The City will mitigate freeway impacts by requiring the project applicant to pay a fair share contribution to fund the Downtown Natomas Airport (DNA) light rail system which will provide an alternative transportation mode. However, because DNA may not fully mitigate the impact of the Project on the freeway system, the impact is still considered significant and unavoidable.</p>	
<p>6.12-4 The Initial Phase would add traffic to the study freeway interchanges and cause the level of service to degrade below those of the freeway mainline.</p>	S	<p>6.12-4 No feasible mitigation measures were identified that would reduce the impact of the project on I-5 freeway ramps. Widening the freeway may reduce the impact but the freeway interchanges are not under the jurisdiction of the City but are subject to Caltrans' jurisdiction. Finally, no improvement is included in any of Caltrans' funding mechanisms. Because mitigation is beyond the control of the City and outside of its jurisdiction, and there is not an established funding mechanism available for contribution, this mitigation measure is considered infeasible and the impact is considered significant and unavoidable. Furthermore, the City cannot determine either the cost of the proposed freeway improvement project or the Project's fair share proportional contribution to the improvement project with sufficient certainty to enable the City to develop a fee-based mitigation measure that would satisfy the legal requirements for fee-based mitigation under both CEQA (see CEQA Guidelines 15126.4), state planning and zoning laws (see Government Code Section 66000 et seq.) and constitutional principles that call for a nexus and rough proportionality between a project's impacts and the fee-based mitigation measure. Therefore, the</p>	SU

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		impacts of the proposed project on freeway ramps would remain significant and unavoidable. The City will mitigate freeway impacts by requiring the project applicant to pay a fair share contribution to fund the Downtown Natomas Airport (DNA) light rail system which will provide an alternative transportation mode. However, because DNA may not fully mitigate the impact of the Project on the freeway system, the impact is still considered significant and unavoidable.	
<p>6.12-5 The Initial Phase would add traffic to the study freeway off-ramps and cause freeway off-ramp queues to exceed the available storage capacity.</p>	<p>S</p>	<p>6.12-5 No feasible mitigation measures were identified that would reduce the impact on freeway ramp queues. Freeway ramps are not under the jurisdiction of the City but are subject to Caltrans' jurisdiction. In addition, to implement this mitigation measure would require acquisition of additional right of way for a new lane. Additional widening would create secondary impacts to adjacent properties; this right of way is currently unavailable. Finally, this improvement is not included in any of Caltrans' funding mechanisms. Because mitigation is outside the jurisdiction of the City, and there is not an established funding mechanism available for contribution, mitigation is considered infeasible and the impact is considered significant and unavoidable. Furthermore, the City cannot determine either the cost of the proposed freeway improvement project or the Project's fair share proportional contribution to the improvement project with sufficient certainty to enable the City to develop a fee-based mitigation measure that would satisfy the legal requirements for fee-based mitigation under both CEQA (see CEQA Guidelines 15126.4), state planning and zoning laws (see Government Code Section 66000 et seq.) and constitutional principles that call for a nexus and rough proportionality between a project's impacts and the fee-based mitigation measure. Therefore, the impacts of the project on freeway ramp queues would remain significant and unavoidable. The City will mitigate freeway impacts</p>	<p>SU</p>

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		by requiring the project applicant to pay a fair share contribution to fund the Downtown Natomas Airport (DNA) light rail system which will provide an alternative transportation mode. However, because DNA may not fully mitigate the impact of the Project on the freeway system, the impact is still considered significant and unavoidable.	
6.12-6 The Initial Phase would increase demand on the public transit system.	PS	6.12-6 The project applicant shall coordinate with RT to provide modifications to both bus and light rail services and to help fund necessary improvements in order to serve the transit demand generated by the Initial Phase. The project applicant shall also dedicate right of way for the Downtown Natomas Airport (DNA) light rail system for the alignment and station located within the Specific Plan Area and pay a fair share contribution to fund construction of the DNA light rail system to mitigate the impacts of the Project on transit capacity.	LS
6.12-7 The Initial Phase may interfere with the implementation of proposed bikeways.	PS	6.12-7 The applicant shall be required to prepare site plans showing all required bikeway facilities in compliance with City of Sacramento Standards. The Project entitlements shall be conditioned to provide the required bikeway facilities as part of improvement plan which includes alternate on-street and separated bikeway facilities that connect to the City's bicycle network. The project applicant shall work with the City to ensure that the proposed bikeway facilities would achieve the intent of the Bikeway Master Plan and meet the City's standards. Modifications to the proposed bikeways shall be made to satisfy the requirements of the City.	LS
6.12-8 The Initial Phase would increase the number of pedestrians on the roadway system and some proposed project design elements could result in unsafe conditions for pedestrians.	PS	6.12-8 Pursuant to Title 16 (Subdivisions) and Title 18 (Development Requirements) of the City of Sacramento Municipal Code, the Initial Phase shall be conditioned to provide all frontage improvements which include sidewalks, gutters and planters to the satisfaction of Development Engineering Division.	LS

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
<p>6.12-9 The Initial Phase of the Railyards Specific Plan could result in inadequate vehicle parking and bicycle parking capacity.</p>	<p>PS</p>	<p>6.12-9 In compliance with the Urban Permit Process and CEQA Conformity Report set forth in the Railyards SPD for development within the Railyards Specific Plan, all applications must include a parking management plan for City review to ensure adequate parking capacity based on the goals and objectives of the Central City Parking Master Plan adopted by the City Council in September 2006. Accordingly, more or less parking may be appropriate in a particular location based on factors such as geographic location, residential density, employment density, land use mix, transit accessibility, walkability, housing tenure and demographics, parking pricing or unbundling (parking sold or rented separately from building space). Parking management strategies may include:</p> <ul style="list-style-type: none"> • <u>Shared Parking</u>: A parking facility may serve multiple uses or destinations, particularly if destinations have different peak periods, or if they share patrons so that motorists park at one facility and walk to multiple destinations. • <u>Parking Regulations</u>: Parking facilities may control who, when and how long they may be used in particular locations in order to prioritize parking facility use. • <u>Remote Parking and Shuttle Service</u>: Shuttles or free transit service may be provided to connect destinations with remote parking facilities, allowing them to be farther apart than typical. 	<p>LS</p>

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Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<ul style="list-style-type: none"> • <u>Walking and Cycling Improvements</u>: Improved walking conditions expand the range of parking facilities that serve a destination and increase the feasibility of shared parking facilities and use of remote parking facilities. Parking in one location and walking rather than driving to other destinations reduces vehicle trips and the amount of parking required at each destination. Walking and cycling improvements allow these modes to substitute for some automobile trips, and they encourage transit use, since most transit trips involve walking or cycling links. • <u>Transportation Demand Management</u>: Strategies for transportation demand management (“TDM”) can increase transportation system efficiency by changing travel behavior – frequency, mode, destination or timing (eg., shifting from peak to off-peak). TDM strategies are numerous, and may include alternative work schedules, bicycle improvements, bike/transit integration, security improvements, park & ride, pedestrian improvements, ridesharing, shuttle services, improved taxi service, telecommuting, traffic calming, and transit improvements. • <u>Parking Facility Design and Operation</u>: The physical layout, construction and day-to-day management of parking facilities can integrate them into communities, improve the quality of service experience by users, support parking management, and may be used to address specific problems. <p>The parking management strategy for the Initial Phase will include provision of bicycle parking capacity consistent with City Code requirements.</p>	

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TABLE 2-1

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>A well-constructed parking management plan for the Initial Phase and the provision of on-street parking will reduce the potential for increased congestion resulting from an inadequate parking supply. The number of on-street parking spaces has not been established and is not estimated to make up for the shortfall in the off-street parking supply. In addition, even a well-constructed parking management plan cannot be certain to eliminate the need for motorists to circulate to find parking. Therefore, the project will be required to provide parking consistent with the goals of the Central City Parking Master plan, after mitigation the impact on motor vehicle parking would be less than significant.</p>	
<p>6.12-10 The Initial Phase would increase traffic volumes at study area intersections and cause the level of service to deteriorate.</p>	<p>S</p>	<p>6.12-10 a) At the I-5 SB off-ramp / Richards Boulevard intersection, optimizing signal timing would lessen the project impact; however, to further mitigate the impact would require widening of the freeway ramp to add an additional lane to the west. Freeway ramps are not under the jurisdiction of the City but are subject to Caltrans' jurisdiction. In addition, to implement this mitigation measure would require acquisition of additional right of way for a new lane. Additional widening of Richards Boulevard would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.</p>	<p>SU</p>

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TABLE 2-1

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>(b) At the I-5 NB on-ramp / Richards Boulevard intersection, optimizing signal timing would lessen the project impact; however, to further mitigate the project impact would require widening of the freeway on-ramp and acquisition of right-of-way. Freeway ramps are not under the jurisdiction of the City but are subject to Caltrans' jurisdiction. In addition, to implement this mitigation measure would require acquisition of additional right of way for a new lane. Additional widening of Richards Boulevard would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.</p> <p>(c) At the Bercut Drive / Richards Boulevard intersection, Mitigation Measure 6.12-1(b), supplemented by signal timing modifications, would lessen the project impact. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard. To further mitigate the project impact would require further widening of Richards Boulevard which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p>	

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TABLE 2-1

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>(d) At the 7th Street / Richards Boulevard intersection, Mitigation Measure 6.12-1(d), supplemented by signal timing modifications, would lessen the project impact. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard. To further mitigate the project impact would require further widening of Richards Boulevard which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p> <p>(e) At the 12th/N 16th Streets / Richards Boulevard intersection, mitigating the project impact would entail widening of 12th Street, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p>	

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TABLE 2-1

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>(f) At the Bercut Drive / Bannon Street intersection, Mitigation Measure 6.12-1(f), supplemented by signal timing modifications, would lessen the project impact. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Bercut Drive. To further mitigate the project impact would require further widening of Bercut Drive which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p> <p>(g) At the North 10th Street / North B Street intersection, the City shall install, or cause to be installed, a traffic signal, and optimize signal timing. The applicant shall pay a fair share of this mitigation measure and shall pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along North B Street. With implementation of this mitigation measure, the level of service would be improved to LOS A (7.4 seconds delay) in the a.m. peak hour and to LOS B (10.6 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-21.</p> <p>(h) At the 12th Street / North B Street intersection, the City shall optimize signal timing. The applicant shall pay a fair share of this mitigation measure and shall pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along North B Street.</p>	

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TABLE 2-1

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>With implementation of this mitigation measure, delay would be slightly reduced but the intersection would continue to operate at LOS F during both the a.m. and p.m. peak hours. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p> <p>(i) At the 16th Street / North B Street intersection, mitigating the project impact would require widening of 16th Street which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p> <p>j) At the 7th Street / Railyards Boulevard intersection, implementation of Mitigation Measure 6.12-1(h) and optimizing signal timing would reduce the impact. Therefore, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (20.2 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-21.</p>	

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TABLE 2-1

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>(k) At the 7th Street / F Street intersection, the City shall optimize the signal timing in the a.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (32.5 seconds delay) in the a.m. peak hour. These results are shown in Table 6.12-21.</p> <p>(l) At the 5th Street / G Street intersection, implementation of Mitigation Measure 6.12-1(i) and optimizing signal timing would reduce the impact. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS B (17.5 seconds delay) in the a.m. peak hour and to LOS D (37.3 seconds delay) in the p.m. peak hour, thus the impact would remain significant and unavoidable. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies.</p>	

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TABLE 2-1

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>(m) At the 6th Street / G Street intersection, implementation of Mitigation Measure 6.12-1(j), supplemented by signal timing modifications, would lessen the project impact. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies.</p> <p>(n) At the 6th Street / H Street intersection, implementation of Mitigation Measure 6.12-1(k), supplemented by signal timing modifications, would lessen the project impact. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p> <p>(o) At the 7th Street / H Street intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p>	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>With implementation of this mitigation measure, the level of service would be improved to LOS D (40.9 seconds delay) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p> <p>(p) At the 8th Street / H Street intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (32.7 seconds delay) in the a.m. peak hour. These results are shown in Table 6.12-21.</p> <p>(q) At the Jibboom Street / I Street intersection, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p>	

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TABLE 2-1

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>With implementation of this mitigation measure, the level of service would be improved to LOS C (30.8 seconds delay) in the a.m. peak hour and the delay would be reduced to 139.4 seconds delay (although the level of service would remain at LOS F) in the p.m. peak hour. To further mitigate the impact would require widening of the elevated bridge structures to add vehicle lanes to increase vehicle capacity. The costs for such improvement cannot be justified because the improvements would be temporary as the Plan proposes to replace the Jibboom Street structure with an elevated connection from Bercut Drive.</p> <p>(r) At the 5th Street / I Street intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (31.0 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-21.</p> <p>(s) At the 6th Street / I Street intersection, implementation of Mitigation Measure 6.12-1(o), supplemented by signal timing modifications, would lessen the project impact. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p>	

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TABLE 2-1

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>With implementation of this mitigation measure, the level of service would be improved to LOS D (46.3 seconds delay) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p> <p>(t) At the 3rd Street / J Street intersection, implementation of Mitigation Measure 6.12-1(p), supplemented by signal timing modifications, would lessen the project impact. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS E (73.4 seconds delay) in the a.m. peak hour and to LOS D (39.2 seconds delay) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p>	

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TABLE 2-1

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>(u) At the 3rd Street / L Street intersection, implementation of Mitigation Measure 6.12-1(q), supplemented by signal timing modifications in the p.m. peak hour, would lessen the project impact. Therefore, the City shall optimize the signal timing in p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (28.1 seconds delay) in the a.m. peak hour and the delay would be reduced to 82.9 seconds (although the level of service would remain at LOS F) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Additional widening would also create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p> <p>(v) At the 5th Street / Capitol Mall intersection, the City shall optimize the signal timing in the a.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (21.0 seconds delay) in the a.m. peak hour. These results are shown in Table 6.12-21.</p>	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
6.12-11 The Initial Phase would add traffic to the study roadway segments that result in substandard levels of service.	S	6.12-11 At the 6 th Street roadway segment just north of H Street, mitigating the project impact would entail widening of 6 th Street, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. Hence, the impact would remain significant and unavoidable. At the Jibboom Street roadway segment just north of I Street, mitigating the project impact would entail widening of the elevated bridge structure to add vehicle lanes to increase vehicle capacity. The costs for such improvement cannot be justified because the improvements would be temporary as the Plan proposes to replace the Jibboom Street structure with an elevated connection from Bercut Drive. Hence, the impact would remain significant and unavoidable.	SU
6.12-12 The Initial Phase would add traffic to the study freeway mainline segments and cause the level of service to degrade below LOS E.	S	6.12-12 For the reasons discussed in Mitigation Measure 6.12-3, the Initial Phase impact would remain significant and unavoidable.	SU
6.12-13 The Initial Phase would add traffic to the study freeway interchanges and cause the level of service to degrade below those of the freeway mainline.	S	6.12-13 For reasons discussed in Mitigation Measure 6.12-4, the impacts of the Initial Phase on freeway interchanges would remain significant and unavoidable.	SU
6.12-14 The Initial Phase would add traffic to the study freeway off-ramps and cause freeway off-ramp queues to exceed the available storage capacity.	S	6.12-14 For reasons discussed in Mitigation Measure 6.12-5, the impacts of the Initial Phase on freeway ramp queues would remain significant and unavoidable.	SU
6.12-15 The Initial Phase would increase demand on the public transit system.	PS	6.12-15 Implement Mitigation Measure 6.12-6.	LS
6.12-16 The Initial Phase would increase traffic volumes at study area intersections and cause the level of service to deteriorate.	S	6.12-16 a) At the I-5 SB Ramps / Richards Boulevard intersection, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve	SU

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>vehicle progression along Richards Boulevard. With implementation of this mitigation measure, the level of service would be improved to LOS C (29.8 seconds delay) in the a.m. peak hour and the delay would be reduced to 63.2 seconds (LOS E) in the p.m. peak hour. To further mitigate the impact of the Initial Phase would require widening of the freeway ramp and acquisition of right-of-way, which is under Caltrans jurisdiction, and is not a feasible mitigation measure for the reasons set out in Mitigation Measure 6.12-1(a). These results are shown in Table 6.12-26.</p> <p>b) At the I-5 NB Ramps / Richards Boulevard intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS D (49.6 seconds delay) in p.m. peak hour. To further mitigate the impact of the Initial Phase would require widening of the freeway on-ramp and acquisition of right-of-way, which is under Caltrans jurisdiction, and is not a feasible mitigation measure for the reasons set out in Mitigation Measure 6.12-1(b). These results are shown in Table 6.12-26.</p> <p>c) At the Bercut Drive / Richards Boulevard intersection, the City shall install, or cause to be installed, one westbound through lane to provide one left-turn lane, four through lanes and one combination through-right lane; re-striping the northbound Bercut Drive approach to provide one left turn lane and one left-through lane; split phasing for northbound and southbound Bercut Drive; and optimize signal timing. The City has included the cost of this improvement in its approved Richards Boulevard Area Plan and Facility Element and the project applicant shall provide "fair-share" funding for this improvement through</p>	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>payment of traffic impact fees in accordance with the Railyards Financing Plan. The applicant's fair share contribution shall be calculated pro rata, on a per unit and/or square foot basis, based upon the land uses identified in development applications submitted to the City. The fair share contribution shall be paid to the City prior to the issuance of building permits.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS B (17.7 seconds delay) in the a.m. peak hour and LOS D (39.6 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-26.</p> <p>d) At the 5th Street / Richards Boulevard intersection, the City shall install, or cause to be installed, one westbound through lane to provide one left-turn lane, four through lanes and one combination through-right lane; modify the northbound 5th Street approach to provide one left turn lane and two through lanes, and optimize signal timing. The City has included the cost of this improvement in its approved Richards Boulevard Area Plan and Facility Element and the project applicant shall provide "fair-share" funding for this improvement through payment of traffic impact fees in accordance with the Railyards Financing Plan. The applicant's fair share contribution shall be calculated pro rata, on a per unit and/or square foot basis, based upon the land uses identified in development applications submitted to the City. The fair share contribution shall be paid to the City prior to the issuance of building permits.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (20.4 seconds delay) in the a.m. peak hour and to LOS C (37.3 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-26.</p>	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>e) At the 10th Street / Richards Boulevard intersection, the City shall re-stripe the northbound 10th Street approach to the intersection to provide two left turn lanes and one through lane, and optimize signal timing. The applicant shall also pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Railyards Boulevard.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (22.9 seconds delay) in the a.m. peak hour and to LOS C (33.1 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-26.</p> <p>f) At the I-5 Northbound ramps / Bannon Street intersection, the City shall install, or cause to be installed, one eastbound through lane to provide one left-turn lane, three through lanes and one combination through-right lane; and optimize signal timing. The City has included the cost of this improvement in its approved Richards Boulevard Area Plan and Facility Element and the project applicant shall provide "fair-share" funding for this improvement through payment of traffic impact fees in accordance with the Railyards Financing Plan. The applicant's fair share contribution shall be calculated pro rata, on a per unit and/or square foot basis, based upon the land uses identified in development applications submitted to the City. The fair share contribution shall be paid to the City prior to the issuance of building permits.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS D (38.3 seconds delay) in the a.m. peak hour and LOS C (29.8 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-26.</p>	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>g) At the Bercut Drive / Bannon Street intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the delay would be reduced to 39.2 seconds delay (although the level of service would remain at LOS D) in the p.m. peak hour. To further mitigate the impact would require additional widening of Bercut Drive, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable. These results are shown in Table 6.12-26.</p> <p>h) At the N. 5th Street / Bannon Street intersection, the City shall install, or cause to be installed, re-striping of the eastbound Bannon Street approach to provide one left turn lane, one combination left-through lane and three through lanes, and optimize signal timing. The City has included the cost of this improvement in its approved Richards Boulevard Area Plan and Facility Element and the project applicant shall provide "fair-share" funding for this improvement through payment of traffic impact fees in accordance with the Railyards Financing Plan. The applicant's fair share contribution shall be calculated pro rata, on a per unit and/or square foot basis, based upon the land uses identified in development applications submitted to the City. The fair share contribution shall be paid to the City prior to the issuance of building permits.</p>	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>With implementation of this mitigation measure, the level of service would be improved to LOS B (11.0 seconds delay) in the a.m. peak hour and to LOS C (21.0 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-26.</p> <p>i) At the 12th Street / Bannon Street intersection, the City shall optimize the signal timing during both the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of these signals to improve vehicle progression along 12th Street.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS D (52.1 seconds delay) in the a.m. peak hour and to LOS E (77.7 seconds delay) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p> <p>j) At the 16th Street / North B Street intersection, the City shall optimize the signal timing at both intersections during the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of these signals to improve vehicle progression along 16th Street.</p>	

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S = Significant

SU = Significant and Unavoidable

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TABLE 2-1

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>With implementation of this mitigation measure, the level of service would be improved to LOS E (57.4 seconds delay) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p> <p>k) At the Jibboom Street / Railyards Boulevard intersection, the applicant shall re-stripe the westbound Railyards Boulevard approach to the intersection to provide one left turn lane and one combination left-through lane, and optimize signal timing. The applicant shall also pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Railyards Boulevard.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS B (10.1 seconds delay) in the a.m. peak hour and to LOS B (16.7 seconds delay) in the p.m. peak hour. These results are shown in Table6.12-26.</p> <p>l) At the Bercut Drive / Railyards Boulevard intersection, the applicant shall re-stripe the westbound Railyards Boulevard approach to the intersection to provide one left turn lane and one combination left-through lane, and optimize signal timing. The applicant shall also pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Railyards Boulevard.</p>	

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TABLE 2-1

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>With implementation of this mitigation measure, the level of service would be improved to LOS C (21.9 seconds delay) in the a.m. peak hour and to LOS D (45.4 seconds delay) in the p.m. peak hour. To further mitigate the impact of the Initial Phase would entail widening of the roadways, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p> <p>m) At the 5th Street / Railyards Boulevard intersection, the City shall increase the cycle length at the intersection to 120 seconds, and optimize the signal timing during the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of these signals to improve vehicle progression along Railyards Boulevard.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS E (57.6 seconds delay) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies.</p> <p>n) At the 6th Street / Railyards Boulevard intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Railyards Boulevard. With implementation of this mitigation measure, the level of service be improved to LOS C (32.0 seconds delay). These results are shown in Table 6.12-26.</p>	

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TABLE 2-1

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>o) At the 7th Street / Railyards Boulevard intersection, implementation of Mitigation Measure 6.12-1(h) and increasing the cycle length to 100 seconds in the p.m. peak hour would lessen the impact of the Initial Phase. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along 7th Street.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (31.1 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-26.</p> <p>p) At the 5th Street / G Street intersection, implementation of Mitigation Measure 6.12-1(i) and optimizing signal timing would reduce the impact. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (20.1 seconds delay) in the a.m. peak hour and the delay would be reduced 89.9 seconds (although the level of service would remain at LOS F) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies.</p>	

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TABLE 2-1

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>q) At the 6th Street / G Street intersection, implementation of Mitigation Measure 6.12-1(j), supplemented by signal timing modifications, would lessen the impact of the Initial Phase. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS D (47.9 seconds delay) in the a.m. peak hour and the delay would be reduced 200.1 seconds (although the level of service would remain at LOS F) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies.</p> <p>r) At the 7th Street / G Street intersection, the City shall re-stripe the southbound approach to the intersection to provide two through lanes and one combination through-right lane, and optimize signal timing. The applicant shall also pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (32.6 seconds delay) in the a.m. peak hour and to LOS E (79.3 seconds delay) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional</p>	

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TABLE 2-1

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>right of way for a new vehicle travel lane; this right of way is currently unavailable.</p> <p>s) At the 6th Street / H Street intersection, implementation of Mitigation Measure 6.12-1(k), supplemented by signal timing modifications, would lessen the impact of the Initial Phase. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (28.0 seconds delay) in the a.m. peak hour and to LOS F (141.6 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-26.</p> <p>t) At the 7th Street / H Street intersection, implementation of Mitigation Measure 6.12-10(o), supplemented by signal timing modifications, would lessen the impact of the Initial Phase. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS B (15.2 seconds delay) in the a.m. peak hour and the delay would be reduced to 92.0 seconds (although the level of service would remain at LOS F) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through</p>	

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TABLE 2-1

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p> <p>u) At the Jibboom Street / I Street intersection, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS E (79.4 seconds delay) in the a.m. peak hour and the delay would be reduced to 184.9 seconds delay (although the level of service would remain at LOS F) in the p.m. peak hour. To further mitigate the impact would require widening of the elevated bridge structures to add vehicle lanes to increase vehicle capacity. The costs for such improvement cannot be justified because the improvements would be temporary as the Plan proposes to replace the Jibboom Street structure with an elevated connection from Bercut Drive.</p> <p>v) At the 5th Street / I Street intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS D (44.2 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-26.</p>	

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TABLE 2-1

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>w) At the 6th Street / I Street intersection, implementation of Mitigation Measure 6.12-1(o), supplemented by signal timing modifications, would lessen the impact of the Initial Phase. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the delay would be reduced to 83.9 seconds (although the level of service would remain at LOS F) in the p.m. peak hour. These results are shown in Table 6.12-26.</p> <p>x) At the 7th Street / I Street intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS D (35.6 seconds delay) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p> <p>y) At the 3rd Street / J Street intersection, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p>	

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TABLE 2-1

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>With implementation of this mitigation measure, the delay would be reduced to 167.0 seconds (although the level of service would remain at LOS F) in the a.m. peak hour and the delay would be reduced to 51.0 seconds (although the level of service would remain at LOS D) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p> <p>z) At the 3rd Street / L Street intersection, implementation of Mitigation Measure 6.12-1(q), supplemented by signal timing modifications in the p.m. peak hour, would lessen the impact of the Initial Phase. Therefore, the City shall optimize the signal timing in p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS D (39.1 seconds delay) in the a.m. peak hour and the delay would be reduced to 126.7 seconds (although the level of service would remain at LOS F) in the p.m. peak hour. These results are shown in Table 6.12-26.</p>	

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TABLE 2-1

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>aa) At the 5th Street / Capitol Mall intersection, the City shall optimize the signal timing in the a.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown. With implementation of this mitigation measure, the level of service would be improved to LOS C (23.5 seconds delay) in the a.m. peak hour. These results are shown in Table 6.12-26.</p> <p>bb) At the 3rd Street / P Street intersection, the City shall increase the cycle length to 100 seconds during the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown. With implementation of this mitigation measure, the level of service would be improved to LOS D (39.4 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-26.</p> <p>cc) At the Richards Boulevard / 12th Street intersection, the City shall increase the cycle length to 150 seconds and optimize the signal timing at both intersections during both the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of these signals to improve vehicle progression along 12th Street.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS D (38.9 seconds delay) in the a.m. peak hour and to LOS C (23.6 seconds delay) in the p.m. peak hour. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional</p>	

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TABLE 2-1

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		right of way for a new vehicle travel lane; this right of way is currently unavailable.	
<p>6.12-17 The Initial Phase would add traffic to the study roadway segments that result in substandard levels of service.</p>	S	<p>6.12-17</p> <p>a) At the 5th Street roadway segment just south of N. B Street, mitigating the project impact would entail widening of 5th Street, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies.</p> <p>b) At the 6th Street roadway segment just north of H Street, mitigating the project impact would entail widening of 6th Street, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies.</p> <p>c) At the N. B Street roadway segment just west of 7th Street, mitigating the project impact would entail widening of N. B Street, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p> <p>d) At the Bannon Street roadway segment just east of Dos Rios Street, mitigating the project impact would entail widening of Bannon Street, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p>	SU

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TABLE 2-1

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		e) At the Jibboom Street roadway segment just north of I Street, mitigating the project impact would entail widening of the elevated bridge structure to add vehicle lanes to increase vehicle capacity. The costs for such improvement cannot be justified because the improvements would be temporary as the Plan proposes to replace the Jibboom Street structure with an elevated connection from Bercut Drive.	
6.12-18 The Initial Phase would add traffic to the study freeway mainline segments and cause the level of service to degrade below LOS E.	S	6.12-18 For reasons discussed under Mitigation Measure 6.12-3, the Impact of the Initial Phase would remain significant and unavoidable.	SU
6.12-19 The Initial Phase would add traffic to the study freeway interchanges and cause the level of service to degrade below those of the freeway mainline.	S	6.12-19 For reasons discussed under Mitigation Measure 6.12-4, the impacts of the Initial Phase on freeway interchange would remain significant and unavoidable.	SU
6.12-20 The Initial Phase would add traffic to the study freeway off-ramps and cause freeway off-ramp queues to exceed the available storage capacity.	S	6.12-20 For reasons discussed in Mitigation Measure 6.12-5, the impacts of the Initial Phase on freeway ramp queues would remain significant and unavoidable.	SU
6.12-21 The Initial Phase would increase demand on the public transit system.	PS	6.12-21 Implement Mitigation Measure 6.12-6.	LS

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
<p>6.12-22 The Full Project would increase traffic volumes at study area intersections and cause the level of service to deteriorate.</p>	<p>S</p>	<p>6.12-22</p> <p>a) At the I-5 SB off-ramp / Richards Boulevard intersection, optimizing signal timing would lessen the impact of the Full Project; however, to further mitigate the impact would require widening of the freeway ramp to add an additional lane to the west and acquisition of right-of-way. Freeway ramps are under Caltrans jurisdiction and widening is not a feasible mitigation measure for the reasons set out in Mitigation Measure 6.12-1(a). The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.</p> <p>b) At the I-5 NB Ramps / Richards Boulevard intersection, optimizing signal timing would lessen the impact of the Full Project; however, to further mitigate the project impact would require widening of the freeway on-ramp and acquisition of right-of-way. Freeway ramps are under Caltrans jurisdiction and widening is not a feasible mitigation measure for the reasons set out in Mitigation Measure 6.12-1(b). The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.</p> <p>c) At the Bercut Drive / Richards Boulevard intersection, implementation of Mitigation Measure 6.12-16(c), and optimizing signal timing would lessen the impact of the Full Project. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.</p>	<p>SU</p>

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TABLE 2-1

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>With implementation of this mitigation measure, the level of service would be improved to LOS B (18.7 seconds delay) in the a.m. peak hour and LOS D (39.8 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-31.</p>	
		<p>d) At the 5th Street / Richards Boulevard intersection, implementation of Mitigation Measure 6.12-16(d), and optimizing signal timing would lessen the impact of the Full Project. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (20.6 seconds delay) in the a.m. peak hour and to LOS C (28.2 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-31.</p> <p>e) At the 10th Street / Richards Boulevard intersection, implementation of Mitigation Measure 6.12-16(e), and optimizing signal timing would lessen the impact of the Full Project. However, to further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.</p>	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>f) At the I-5 Southbound ramps / Bannon Street intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Bannon Street.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS B (17.0 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-31.</p> <p>g) At the I-5 Northbound ramps / Bannon Street intersection, implementation of Mitigation Measure 6.12-16(f), and optimizing signal timing would lessen the impact of the Full Project. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS D (36.0 seconds delay) in the a.m. peak hour and LOS C (34.1 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-31.</p>	

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TABLE 2-1

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>h) At the Bercut Drive / Bannon Street intersection, optimizing signal timing would lessen the impact of the Full Project. However, to further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.</p> <p>i) At the N. 5th Street / Bannon Street intersection, implementation of Mitigation Measure 6.12-16(h), and optimizing signal timing would lessen the impact of the Full Project. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS B (11.6 seconds delay) in the a.m. peak hour and LOS B (17.5 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-31.</p>	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>j) At the 7th Street / Bannon Street intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along 7th Street and Bannon Street.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (20.6 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-31.</p> <p>k) At the 12th Street / Bannon Street intersection, optimizing signal timing would lessen the impact of the Full Project during the p.m. peak hour but would not lessen the impact in the a.m. peak hour due to interaction with other signals along 12th Street that would also be reoptimized. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent</p>	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.</p> <p>l) At the 16th Street / North B Street intersection, optimizing signal timing would lessen the impact of the Full Project. However, to further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.</p> <p>m) At the Bercut Drive / South Park Street intersection, the applicant shall install an additional northbound lane to provide one through lane and one right turn lane. With implementation of this mitigation measure, the level of service would be improved to LOS B (10.3 seconds delay) in the a.m. peak hour and to LOS C (20.2 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-31.</p>	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>n) At the Bercut Drive / Railyards Boulevard intersection, implementation of Mitigation Measure 6.12-16(l), and optimizing signal timing would lessen the impact of the Full Project. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS B (14.4 seconds delay) in the a.m. peak hour and LOS B (14.7 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-31.</p> <p>o) At the Crocker Street / Railyards Boulevard intersection, the applicant shall install a traffic signal, modify the westbound lanes to provide one left turn lane and one combination through-right lane, and optimize signal timing. The applicant shall pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Railyards Boulevard.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS B (14.8 seconds delay) in the a.m. peak hour and to LOS B (17.4 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-31.</p> <p>p) At the 6th Street / Railyards Boulevard intersection, optimizing signal timing would lessen the impact of the Full Project. However, to further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies. The applicant shall pay a fair share</p>	

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Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Richards Boulevard.</p> <p>q) At the 7th Street / Railyards Boulevard intersection, implementation of Mitigation Measure 6.12-16(o) and optimizing signal timing would lessen the impact of the Full Project. The applicant shall pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along Railyards Boulevard.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (32.2 seconds delay) in the a.m. peak hour and to LOS C (28.8 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-31.</p> <p>r) At the Bercut Drive / Camille Lane intersection, the applicant shall install a traffic signal, and optimize signal timing. The applicant shall pay toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression. This intersection is located along a primary pedestrian/bicycle corridor linking the project to the Sacramento River trail. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies.</p>	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>s) At the 5th Street / G Street intersection, implementation of Mitigation Measure 6.12-1(i) and optimizing signal timing would reduce the impact of the Full Project. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies.</p> <p>t) At the 6th Street / G Street intersection, implementation of Mitigation Measure 6.12-1(j), supplemented by signal timing modifications, would lessen the impact of the Full Project. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies.</p>	

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TABLE 2-1

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>u) At the 7th Street / G Street intersection, implementation of Mitigation Measure 6.12-16(r), supplemented by signal timing modifications, would lessen the impact of the Full Project. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p> <p>v) At the 6th Street / H Street intersection, implementation of Mitigation Measure 6.12-1(k), supplemented by signal timing modifications, would lessen the impact of the Full Project. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p>	

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TABLE 2-1

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>w) At the 7th Street / H Street intersection, implementation of Mitigation Measure 6.12-10(o), supplemented by signal timing modifications, would lessen the impact of the Full Project. Therefore, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown. To further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable.</p> <p>x) At the 16th Street / H Street intersection, optimizing signal timing would lessen the impact of the Full Project. However, to further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p>	

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TABLE 2-1

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>y) At the Jibboom Street / I Street intersection, no feasible mitigation measure was identified that would lessen the impact of the Full Project. To mitigate the impact would require widening of the existing and/or proposed elevated bridge structures to add vehicle lanes to increase vehicle capacity. The costs for such improvement cannot be justified because the improvements would be temporary as the Plan proposes to replace the Jibboom Street structure with an elevated connection from Bercut Drive.</p> <p>z) At the 3rd Street / I Street intersection, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along 7th Street and Bannon Street.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (29.5 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-31.</p> <p>aa) At the 6th Street / I Street intersection, implementation of Mitigation Measure 6.12-1(o), supplemented by signal timing modifications, would lessen the impact of the Full Project. Therefore, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS C (31.1 seconds delay) in the a.m. peak hour and to LOS E (78.1 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-31.</p>	

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TABLE 2-1

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>bb) At the 7th Street / I Street intersection, optimizing signal timing would lessen the impact of the Full Project. However, to further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>cc) At the 3rd Street / J Street intersection, optimizing signal timing would lessen the impact of the Full Project. However, to further mitigate the impact would require widening of the roadways to add vehicle lanes to increase vehicle capacity, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies and would create secondary impacts to adjacent properties through the acquisition of additional right of way for a new vehicle travel lane; this right of way is currently unavailable. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p>	

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TABLE 2-1

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>dd) At the 3rd Street / L Street intersection, implementation of Mitigation Measure 6.12-16(q), supplemented by signal timing modifications in the p.m. peak hour, would lessen the impact of the Full Project. Therefore, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the delay would be reduced to 123.3 seconds (although the level of service would remain at LOS F) in the p.m. peak hour. These results are shown in Table 6.12-31.</p> <p>ee) At the 3rd Street / P Street intersection, implementation of Mitigation Measure 6.12-16(bb), supplemented by signal timing modifications in the p.m. peak hour, would lessen the impact of the Full Project. Therefore, the City shall optimize the signal timing in the p.m. peak hour. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression downtown.</p> <p>With implementation of this mitigation measure, the level of service would be improved to LOS D (46.2 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-31.</p> <p>ff) At the Richards Boulevard / 12th Street intersection, the City shall optimize the signal timing in the a.m. and p.m. peak hours. The applicant shall pay a fair share toward the City of Sacramento traffic operations center for the re-timing and monitoring of the signal to improve vehicle progression along 12th Street.</p>	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>With implementation of this mitigation measure, the level of service would be improved to LOS C (35.0 seconds delay) in the a.m. peak hour and to LOS C (20.6 seconds delay) in the p.m. peak hour. These results are shown in Table 6.12-31.</p>	
<p>6.12-23 The Full Project would add traffic to the study roadway segments that result in substandard levels of service.</p>	<p>S</p>	<p>6.12-23 At the 6th Street roadway segment just north of H Street, mitigating the project impact would entail widening of 6th Street, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies.</p> <p>At the South Park Street roadway segment just west of 7th Street, mitigating the project impact would entail widening of South Park Street, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies.</p> <p>At the Camille Lane roadway segment just west of 5th Street, mitigating the project impact would entail widening of Camille Lane, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies.</p> <p>At the 6th Street roadway segment just north of Railyards Boulevard, mitigating the project impact would entail widening of 6th Street, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies.</p> <p>At the Bannon Street roadway segment just east of Dos Rios Street, mitigating the project impact would entail widening of Bannon Street, which would be inconsistent with the City of Sacramento goals and objectives to create pedestrian-friendly streets and Smart Growth policies.</p>	<p>SU</p>

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TABLE 2-1

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		At the Jibboom Street roadway segment just north of I Street, mitigating the project impact would entail widening of the elevated bridge structure to add vehicle lanes to increase vehicle capacity. However, the Plan proposes to replace the Jibboom Street structure with an elevated connection from Bercut Drive at Full Project.	
6.12-24 The Full Project would add traffic to the study freeway mainline segments and cause the level of service to degrade below LOS E.	S	6.12-24 For the reasons discussed in Mitigation Measure 6.12-3, the Full Project impact would remain significant and unavoidable.	SU
6.12-25 The Full Project would add traffic to the study freeway interchanges and cause the level of service to degrade below those of the freeway mainline.	S	6.12-25 For reasons discussed in Mitigation Measure 6.12-4, the impacts of the Full Project on freeway interchanges would remain significant and unavoidable.	SU
6.12-26 The Full Project would add traffic to the study freeway off-ramps and cause freeway off-ramp queues to exceed the available storage capacity.	S	6.12-26 For reasons discussed in Mitigation Measure 6.12-5, the impacts of the Full Project on freeway ramp queues would remain significant and unavoidable.	SU
6.12-27 The Full Project would increase demand on the public transit system.	PS	6.12-27 Implement of Mitigation Measure 6.12-6.	LS
6.12-28 The Full Project may interfere with the implementation of proposed bikeways.	PS	6.12-28 Implement Mitigation Measure 6.12-7.	LS
6.12-29 The Full Project would increase the number of pedestrians on the roadway system and some proposed project design elements could result in unsafe conditions for pedestrians.	PS	6.12-29 Pursuant to Title 16 (Subdivisions) and Title 18 (Development Requirements) of the City of Sacramento Municipal Code, the Full Project shall be conditioned to provide all frontage improvements which include sidewalks, gutters and planters to the satisfaction of Development Engineering Division.	LS
6.12-30 Buildout of the Full Project could result in inadequate vehicle parking and bicycle parking capacity.	PS	6.12-30 The Full Project shall provide enough parking spaces to comply with City code requirements unless otherwise approved by the City.	LS

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TABLE 2-1			
SUMMARY OF IMPACTS AND MITIGATION MEASURES			
Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
6.13 Urban Design and Visual Resources			
6.13-1 East of I-5, the potential development of large-floor plate and high-rise buildings across the project site could alter public views.	LS	None required.	NA
6.13-2 The potential development of high-rise buildings adjacent to the riverfront could represent an introduction of building height and mass that conflicts with the character of the riverfront between Old Sacramento and the Jibboom Street bridge.	LS	None required.	NA
6.13-3 The proposed project could create substantial new sources of light.	PS	6.13-3 a) East of 6th Street, all exterior lighting and advertising (including signage) shall be directed onto the specific location intended for illumination (e.g., parking lots, driveways, and walkways) and shielded away from adjacent properties and public rights-of-way to minimize light spillover onto adjacent areas. Light structures for surface parking areas, vehicular access ways, and walkways shall not exceed a height of 25 feet. In addition, monument lighting and night-lit signage is prohibited on building facades that face existing residential neighborhoods. b) Prior to issuance of a Site Development Permit for each specific development project, the applicant shall submit a lighting plan to the Development Services Department for review and approval. The plan shall specify the lighting type and placement to ensure that the effects of security and other outdoor lighting are minimized on adjacent uses and do not create spillover effects. c) Landscape illumination and exterior sign lighting shall follow the City's Municipal Code.	LS

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Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
6.13-4 The proposed project could create a new source of glare.	PS	6.13-4 Highly reflective mirrored glass walls shall not be used as a primary building material (no more than 35 percent) for building facades adjacent to major roadways. Instead, low emission (Low-E) glass shall be used in order to reduce the reflective qualities of the building, while maintaining energy efficiency.	LS
6.13-5 Implementation of the proposed project, in combination with cumulative development in the areas surrounding the project site, could substantially degrade the existing visual character or quality of the vicinity.	LS	None required.	NA
6.13-6 Implementation of the proposed project, in combination with cumulative development along the riverfront in Sacramento, could cause an introduction of building height and mass that conflicts with the character of the Sacramento River riverfront between Old Sacramento and Discovery Park.	PS	6.13-6 Implement Mitigation Measures 6.13-2(a)-(e).	LS
6.13-7 Implementation of the proposed project, in combination with cumulative development in the areas adjacent to the project site, could create cumulative light effects that could impact adjacent properties.	LS	None required.	NA
6.13-8 Implementation of the proposed project, in combination with cumulative development along major roadways in the project vicinity, could create cumulative glare that could affect adjacent properties.	PS	6.13-8 Implement Mitigation Measure 6.13-4.	LS
6.14 Energy			
6.14-1 The proposed project would increase the demand for electricity supply and conveyance.	LS	None required.	NA

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SUMMARY OF IMPACTS AND MITIGATION MEASURES			
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6.14-2 The proposed project would increase the demand for natural gas supply and conveyance facilities.	LS	None required.	NA
6.14-3 The proposed project could result in the wasteful or inefficient use of energy.	LS	None required.	NA
6.14-4 The proposed project would contribute to cumulative increases in energy use.	LS	None required.	NA

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