City of
SACRAMENTO
Community Development

300 Richards Blvd., 3rd Floor
Sacramento, CA 95811

Help Line: 916-264-5011
CityofSacramento.org/dsd

MITIGATED NEGATIVE DECLARATION

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

Franklin Boulevard Complete Street Project (T15165500)

The Lead Agency is the City of Sacramento. The City of Sacramento, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that there is no substantial evidence that the project, with mitigation measures as identified in the attached Initial Study, will have a significant effect on the environment. This Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. An Environmental Impact Report is not required.

This Mitigated Negative Declaration has been prepared pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 et seq.), CEQA Guidelines (Title 14, Sections 15000 et seq. of the California Code of Regulations), the Sacramento Local Environmental Regulations (Resolution 91-892), and the Sacramento City Code.

A copy of this document and all supportive documentation may be reviewed or obtained at the City of Sacramento, Community Development Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA 95811 from 9:00 a.m. to 4:00 p.m.

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

By: _____

City of SACRAMENTO

FRANKLIN BOULEVARD COMPLETE STREET PROJECT [T15165500]

INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION FOR ANTICIPATED SUBSEQUENT PROJECTS UNDER THE 2035 GENERAL PLAN MASTER EIR

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

ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into the following sections:

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

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

SECTION III - ENVIRONMENTAL CHECKLIST AND DISCUSSION: Reviews the proposed project and states whether the project would have additional significant environmental effects (project-specific effects) that were not evaluated in the Master EIR for the 2035 General Plan.

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

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

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

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Appendices

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SECTION I – BACKGROUND

Project Name and File Number:	Franklin Boulevard Complete Street Project (T15165500)
Project Location:	The project is located on Franklin Boulevard from 41st Avenue to the south and Sutterville Road/12th Avenue on the north in Sacramento, CA
Project Applicant:	City of Sacramento Department of Public Works 915 I Street, 2nd Floor Sacramento, California 95814
Project Manager:	Megan Johnson, Associate Civil Engineer
Environmental Planner:	Tom Buford, Principal Planner
Environmental Consultant:	Environmental Science Associates
Date Initial Study Completed:	August 30, 2018

This Initial Study was prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Sections 21000 *et seq*.) and CEQA Guidelines (Title 14, Section 15000 *et seq.* of the California Code of Regulations). The Lead Agency is the City of Sacramento.

The City of Sacramento, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that the proposed project is an anticipated subsequent project identified and described in the 2035 General Plan Master EIR and is consistent with the permissible use as set forth in the 2035 General Plan. See CEQA Guidelines Section 15176 (b) and (d).

The City has prepared the attached Initial Study to review the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the 2035 General Plan Master EIR to determine their adequacy for the project (see CEQA Guidelines Section 15178(b),(c)) and identify any potential new or additional project-specific significant environmental effects that were not analyzed in the Master EIR and any mitigation measures or alternatives that may avoid or mitigate the identified effects to a level of insignificance, if any.

As part of the Master EIR process, the City is required to incorporate all feasible mitigation measures or feasible alternatives appropriate to the project as set forth in the Master EIR (CEQA Guidelines Section 15177(d)) Policies included in the 2035 General Plan that reduce significant impacts identified in the Master EIR are identified and discussed. See also the Master EIR for the 2035 General Plan. The mitigation monitoring plan for the 2035 General Plan, which provides references to applicable general plan policies that reduce the environmental effects of development that may occur consistent with the general plan, is included in the adopting resolution for the Master EIR. See City Council Resolution No. 2015-0060, beginning on page 60. The resolution is available at:

https://www.cityofsacramento.org/-/media/Corporate/Files/CDD/Planning/Environmental-Impact-Reports/2035-GP-Update/Resolution-2015-0060.pdf?la=en.

This analysis incorporates by reference the general discussion portions of the 2035 General Plan Master EIR. (CEQA Guidelines Section 15150(a)). The Master EIR is available for public review at the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811, and on the City's web site at:

http://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports.aspx

The City is soliciting views of interested persons and agencies on the content of the environmental information presented in this document. Written comments should be sent at the earliest possible date, but no later than the 30-day review period ending October 1, 2018.

Please send written responses to:

Tom Buford, Principal Planner
Community Development Department
City of Sacramento
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811
Direct Line: (916) 799-1531

TBuford@cityofsacramento.org

SECTION II – PROJECT DESCRIPTION

INTRODUCTION

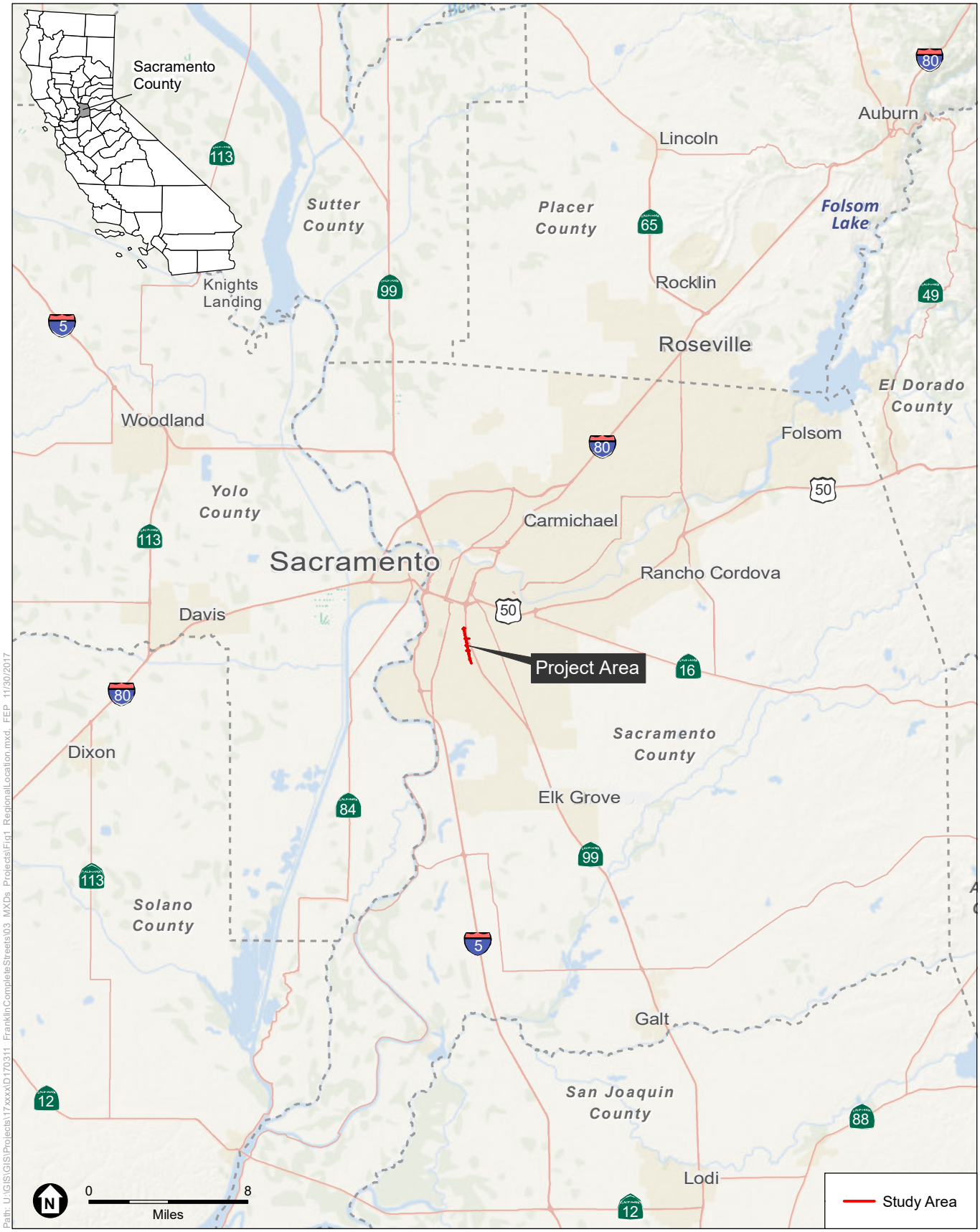
The City of Sacramento (City) is proposing to improve and rehabilitate Franklin Boulevard for approximately 1.6 miles, from 41st Avenue to Sutterville Road/12th Avenue, into a complete street. The Franklin Boulevard Complete Street Project (project) would change the existing five-lane road to a three-lane road in order to reconfigure the right-of-way to accommodate the multimodal and accessibility needs of the community. The project includes conforming striping from 38th Avenue to 41st Avenue in the County of Sacramento (County) and striping for bicycle lanes on 21st Avenue between Franklin Boulevard and 34th Street.

PROJECT LOCATION

The project site is located in Sacramento, California, approximately 80 miles east of San Francisco and 85 miles west of Lake Tahoe. Sacramento is a major transportation hub, the point of intersection of transportation routes that connect Sacramento to the San Francisco Bay area to the west, the Sierra Nevada Mountain Range and Nevada to the east, Los Angeles to the south, and Oregon and the Pacific Northwest to the north. The City is bisected by a number of major freeways including Interstate 5 (I-5) that traverses the state from north to south; Interstate 80 (I-80), which provides an east-west connection between San Francisco and Reno; and U.S. Highway 50 which provides an east-west connection between Sacramento and South Lake Tahoe. **Figure 1** shows the location of the project site in the Sacramento region.

The project site is located south of Sacramento's Central City in the Land Park Community Plan Area. Franklin Boulevard generally lies parallel to and west of State Route (SR) 99, and is an arterial roadway running in a north-south direction. The proposed project would extend approximately 1.6 miles along Franklin Boulevard, from Sutterville Road to 41st Avenue. Southwards from the City limits, the project would conform striping from 38th Avenue to 41st Avenue in the County of Sacramento (County) and striping for bicycle lanes on 21st Avenue between Franklin Boulevard and 34th Street. **Figure 2** illustrates the proposed project location in the Franklin Boulevard Corridor.

The project site is located in Township 8 North, Range 5 East, Sections 18, 19, and 30 on the Sacramento East U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle. The approximate location of the northern terminus of the project site is 38° 32' 31" North and 121° 28' 33" West, with the southern terminus at 38° 30' 56" North and 121° 28' 08" West. The project boundary shown in the figure is presented to include the entirety of the Franklin Boulevard right-of-way (ROW) and associated sidewalk areas, as well as ROWs for portions of roadways intersecting Franklin Boulevard. This general boundary is presented so as to include the Area of Potential Effect (APE) for cultural resources, which incorporates additional areas beyond the area of actual physical impact. The area of direct physical construction for the project would generally be limited to the existing City ROW. Small areas of additional ROW acquisition may be required at some intersection corners to accommodate pedestrian and bicycle improvements.

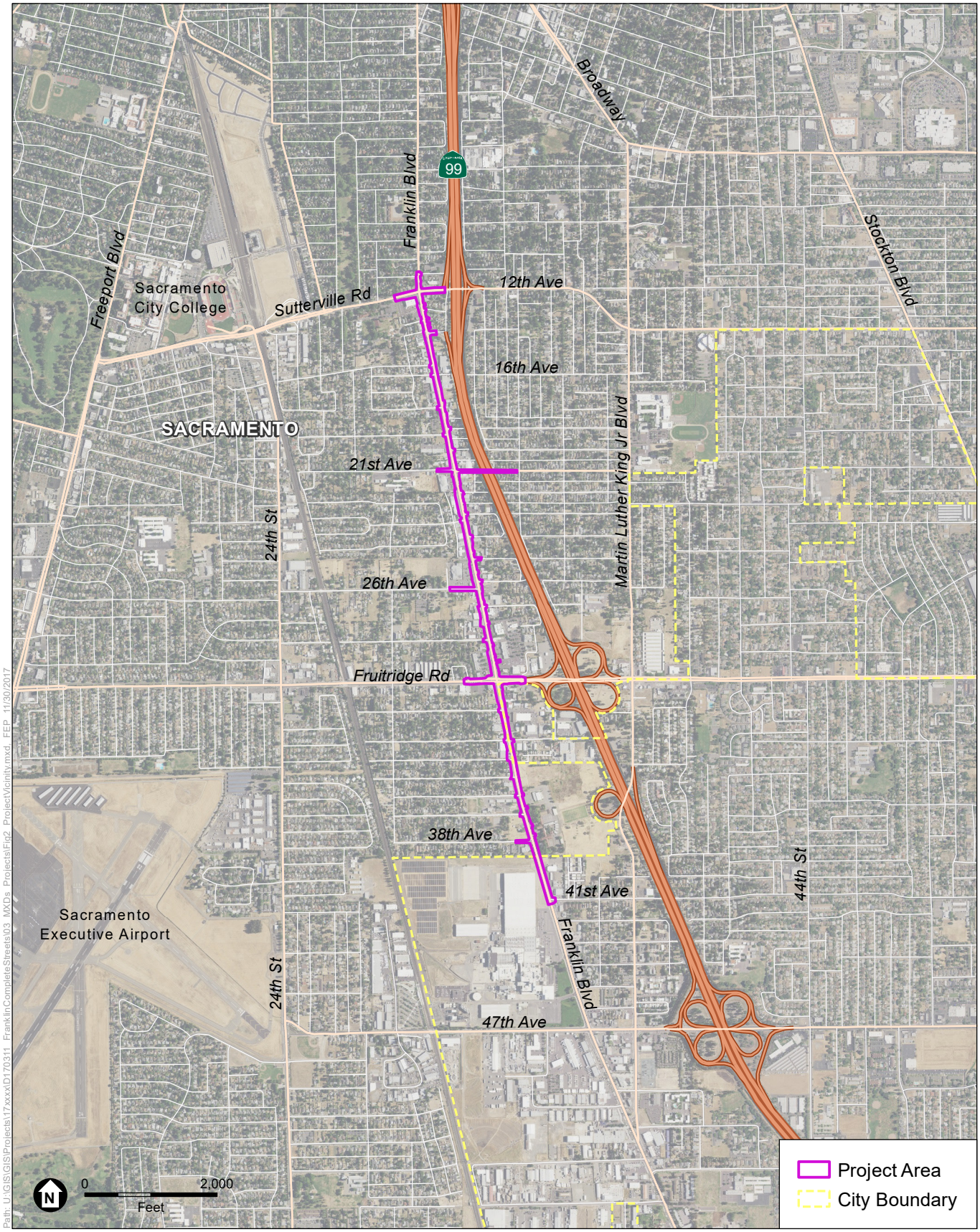


SOURCE: Esri, 2015; ESA, 2017

Franklin Boulevard Complete Streets Project

Figure 1
Regional Location

ESA



SOURCE: USDA, 2016; Bennett Engineering, 2017; ESA, 2017

Franklin Boulevard Complete Streets Project

Figure 2
Project Vicinity

ESA

A mix of business and residential properties currently front Franklin Boulevard, as well as vacant lots, public parking lots, and several warehouse facilities. Based on the City of Sacramento 2035 General Plan, the project is within areas designated as Traditional Neighborhood Low and Suburban Corridor (**Figure 3**). The project site is almost entirely within existing City-owned ROW designated for Franklin Boulevard with the exception of limited areas of ROW acquisition that would be needed at the intersections with 12th Avenue, 21st Avenue, Fruitridge Boulevard, and 38th Avenue.

As shown in **Figure 4**, surrounding lands include parcels zoned as Single Family Alternative (R-1A), Two-Family (R-2), Multi-Family (R-3), Office Building (OB), General Commercial (C-2), and Sacramento County-zoned parcels (General Commercial, Residential, and Multiple Family Residential).

PROJECT BACKGROUND

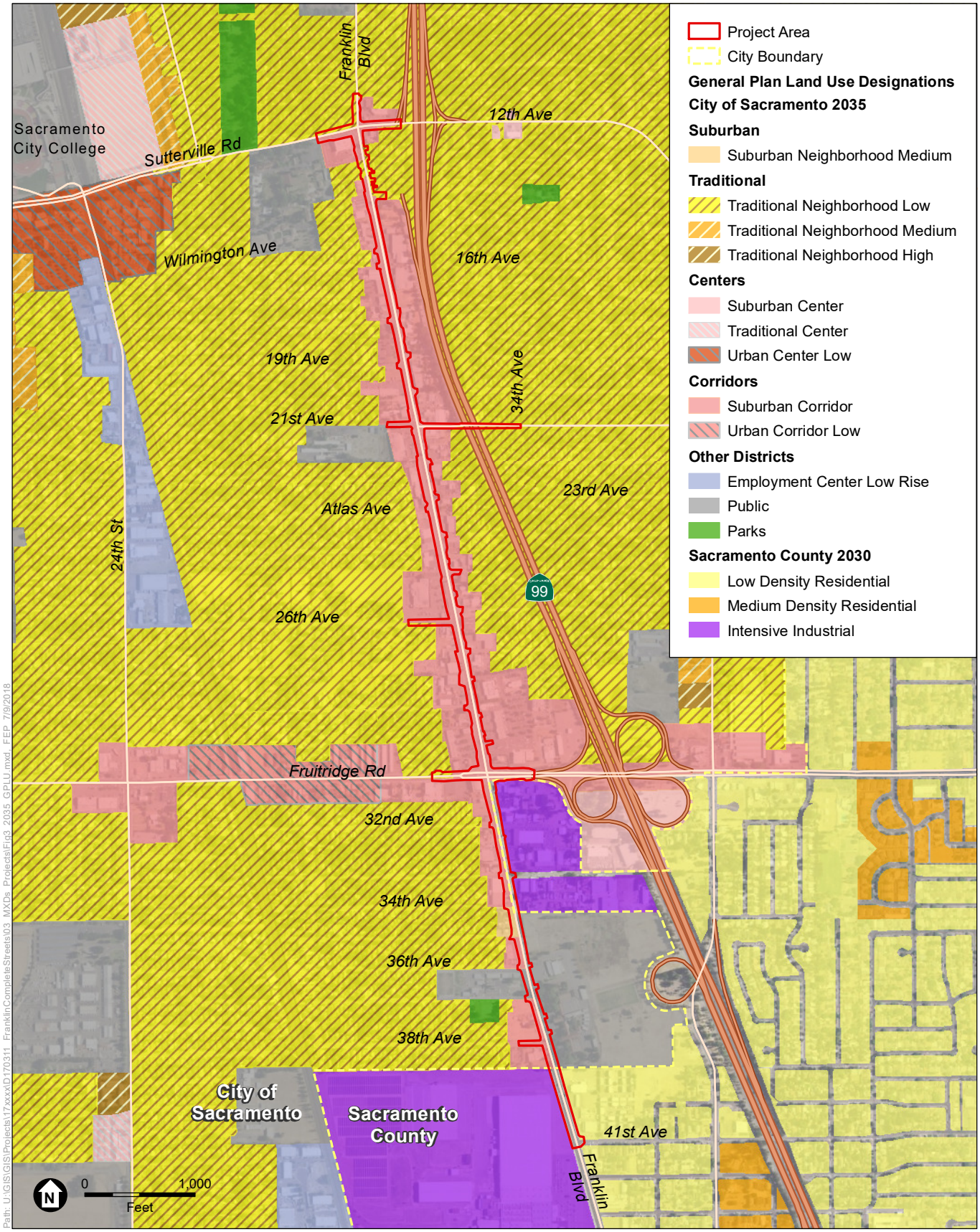
Once known as the *Monterey Trail* between Sutter's Fort and Monterey during Mexico's rule of California (1821-1846), Franklin Boulevard between Sutterville Road and the Sacramento County line has been the subject of four significant urban development plans over the past several years, including the Franklin Boulevard Strategy (1996-2000), the Franklin Boulevard Urban Design Master Plan (2001), the Franklin Boulevard Redevelopment Area Five-Year Implementation Plan (2009-2014), and the Franklin Boulevard Complete Street Plan (2018). In 1993, this same stretch of Franklin Boulevard and its immediate surrounding area was designated a redevelopment area due to significant physical and socio-economic blight.

PUBLIC PARTICIPATION

The project has been developed within the context of a broad collaborative effort between the community, local organizations, and agency partners. Beginning in 2016, the City of Sacramento and a consultant team worked with different public agencies, community organizations, community members, stakeholders and a steering committee to develop the plan. Key milestones in the planning process included community workshops, a walking tour, design charrettes in both English and Spanish, pop-up events, and intercept surveys. Workshops were tailored to actively involve the community from visioning and initial design to evaluation of preliminary and refinement of complete street concepts.

The preferred concepts were presented to the community on several dates including the community open house. Throughout the project, the project team regularly met with the steering committee, made up of community members, community organizations and, including The Franklin Boulevard Business Association, The Historic Monterey Trail District, St. Rose Catholic Church, La Familia Counseling Center, Sacramento Area Council of Governments, WALKSacramento, Sacramento Area Bicycle Advocates, Ethel Phillips Elementary School and the Office of Sacramento County Supervisor Phil Serna, Office of Sacramento County Supervisor Patrick Kennedy, and the Office of Sacramento City Council Member Jay Schenirer, at important milestones of the project.

These plans and past public outreach efforts called for a variety of streetscape enhancements that include more tree canopy and landscaping, bicycle lanes, more pedestrian and bicycle friendly routes, and designated on-street parking. The proposed project is the implementation of the enhancements that were identified in the planning and public outreach efforts described above.

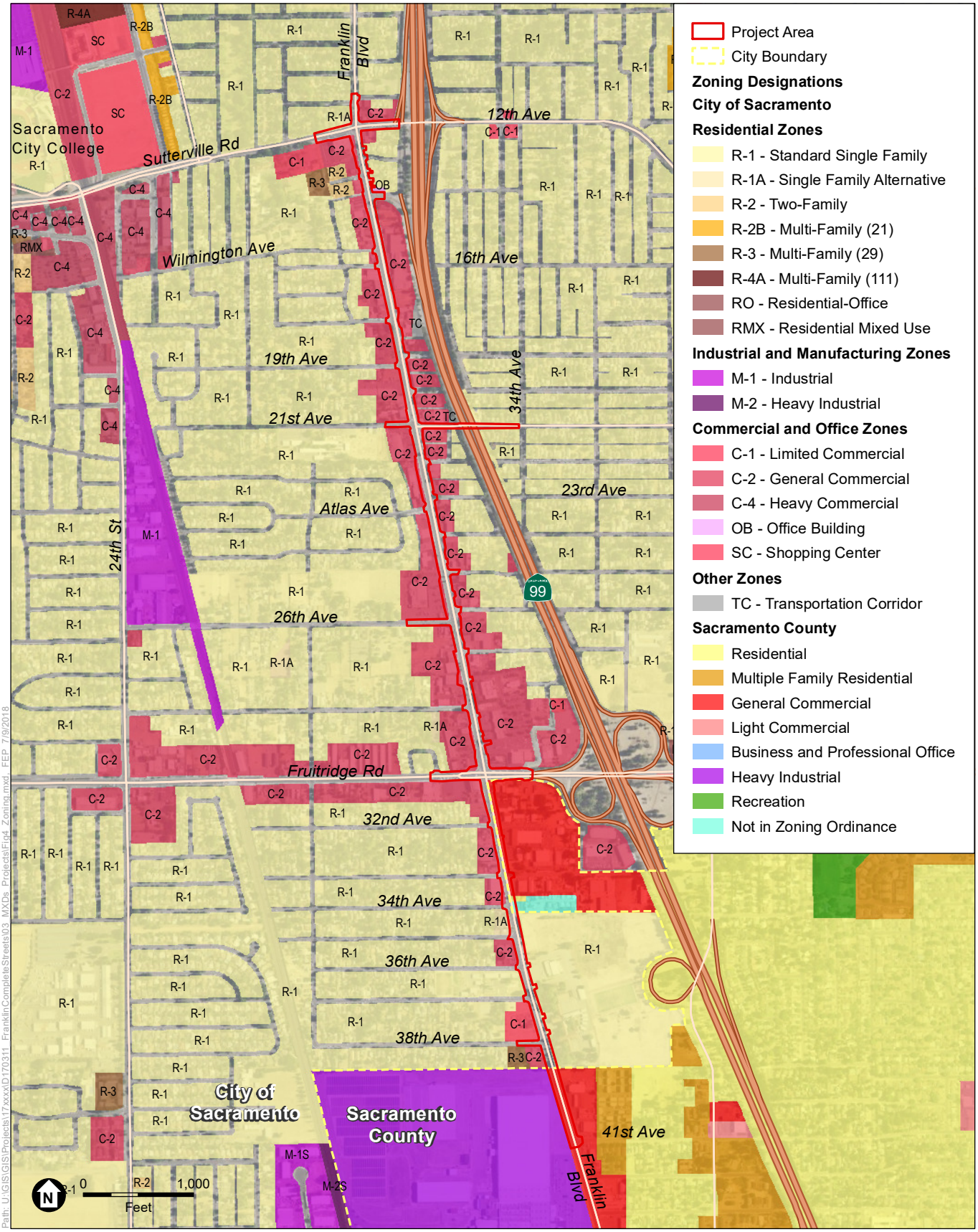


SOURCE: USDA, 2016; Bennett Engineering, 2017; Sacramento County, 2011; City of Sacramento, 2017; ESA, 2018

Franklin Boulevard Complete Streets Project

Figure 3
2035 General Plan Land Use

ESA



SOURCE: USDA, 2016; Bennett Engineering, 2017; Sacramento County, 2011; City of Sacramento, 2017; ESA, 2018

Franklin Boulevard Complete Streets Project

Figure 4
Zoning Designations

ESA

OBJECTIVES

The primary objectives of the project are to better support the existing and future need of residents, businesses, and property owners by:

- Transforming the existing and blighted Franklin Boulevard into a "complete street" with a more human-scale that provides a safer, pedestrian, bicycle, and transit friendly environment;
- Promoting mixed and compact urban development and private investment in the Franklin Community by improving the public-private interface to mitigate negative impacts of the existing auto-oriented environment;
- Improving the aesthetics and urban design quality of Franklin Boulevard's public realm; and
- Improving connectivity to transit, places of worship, community centers, schools, employment, and shopping, across the corridor for pedestrians and bicyclists, and to and from established neighborhoods on either side of Franklin Boulevard.

PROJECT DESCRIPTION

To meet the project's goals and objectives, a five-lane to three-lane road is being considered to create the ROW to accommodate a corridor configuration to serve the multi-modal and accessibility needs of the community. The proposed project would result in improvements, including: 2-foot-wide pavement replacement in front of new curbs and gutters, with an approximate depth of 12 inches, curb and gutter replacement, a reduction from four through-traffic lanes with a two-way left turn lane to two through-traffic lanes with a two-way left turn lane, utility relocations, the addition of Class IV bikeways and sidewalk, ADA compliant curb ramps, stormwater planters, drainage improvements, and the addition of landscaped buffers (including tree planting) for the Class IV bikeways along Franklin Boulevard within the project limits. In addition, the project would replace existing street light and also install new street and pedestrian lights and modify existing traffic signals.

Principal elements are illustrated in the project layout included in Appendix A, with narrative descriptions included below.

Principal Project Elements

Drainage Improvement

Drainage improvements are limited to installing tree wells, constructing new curb and gutter, and adjusting or relocating existing drainage systems components to conform to the proposed improvements. Existing drainage inlets would be relocated or adjusted as necessary. Significant changes to the drainage system are not anticipated in this project. Construction related Best Management Practices (BMPs) would be implemented.

Pavement

This project would not require the paving of any currently undeveloped areas. The project would include two-inch grind and overlay and/or microsurfacing on streets within the project limits.

Sidewalks

The project proposes to reconstruct existing sidewalks along Franklin Boulevard within the project limits so that they meet City Standards and are Americans with Disabilities Act (ADA) compliant. In addition, new sidewalk would be constructed to close an approximately 140-foot gap in existing sidewalk just north of 33rd Street on the east side of Franklin Boulevard. ADA curb ramps would be installed at all intersections.

Median

Landscaped medians would be installed where feasible.

Bike Facilities

Class II or Class IV bicycle facilities would be provided throughout the project area and would be designed in accordance with City Standard and Caltrans guidelines.

Green-colored pavement would be applied in areas where there is potential conflict or crossing areas between bicyclist and vehicle, such as driveways and intersections. The green-colored pavement is intended to increase awareness of both bicyclist and motorist.

On-Street Parking

A mix of business and other commercial properties are fronting Franklin Boulevard and the project would maintain existing parking to the extent feasible. Access to existing off-street parking would be maintained. On-street parking would be limited to the available space after clearances to existing driveways, sight distance, existing bus stops and City guidelines are considered.

Street & Pedestrian Lighting

Existing lighting would be replaced and new lighting would be added along the project area. Improving the lighting would encourage pedestrian and bicyclist activity in the area and foster a community identity for adjacent neighborhoods.

If in conflict with project improvements, street lighting poles would be relocated at appropriate locations, while still remaining within the existing City ROW.

Utilities

The City would work with utility companies, as necessary, for any utility relocation or adjustment.

Tree and Vegetation Removal

Within the proposed project limits, Franklin Boulevard is sparsely landscaped. The project may require the removal of one or two small ornamental trees currently within the City ROW. Existing shrubs and landscaping within the City ROW may require removal in order to accommodate the proposed improvements. Landscaping would be provided throughout the project limits, where feasible, and could include trees, parklets, shrubs, or other drought-resistant plants.

Right of Way

The project would largely be constructed entirely within the existing City ROW, though small areas of additional ROW acquisition could be required at some intersection corners to accommodate pedestrian and bicycle improvements. TCEs may be required in order to conform existing driveways to the reconstructed roadway.

Temporary Project Construction Components

Construction Staging

The project would likely be constructed in multiple construction stages to minimize impacts to traffic operations during construction. Minimizing impacts to adjacent businesses and optimizing traffic flow during peak periods would be evaluated when developing a traffic management plan that would be implemented during construction. Access to and from existing businesses would be maintained throughout construction.

Temporary Construction Easements

Temporary construction easements (TCE) would be required in select locations along Franklin Boulevard in order to conform private driveways to the reconstructed roadway. It is anticipated that the contractor would coordinate with the property owner/tenant to maintain access during construction, thereby preventing any damage or loss of business goodwill.

Construction Vehicle Access and Staging

Construction vehicle access and staging of construction materials would occur within disturbed or developed areas inside the existing ROW. If a location is chosen outside of the existing ROW, the location would be environmentally-cleared by the construction contractor prior to use.

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SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION

LAND USE, POPULATION AND HOUSING, AGRICULTURAL RESOURCES AND ENERGY

Introduction

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

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

In the same manner, the fact that a project brings new people or demand for housing to a community does not, by itself, change the physical conditions. An increase in population may, however, generate changes in retail demand or demand for governmental services, and the demand for housing may generate new activity in residential development. Physical environmental impacts that could result from implementing the proposed project are discussed in the appropriate technical sections of this document.

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

Discussion

Land Use

The project site is located in an urbanized portion of the City, just west of SR 99. Franklin Boulevard is surrounded by commercial and mixed-residential development. Development of the project site as proposed would improve the existing transportation corridor of Franklin Boulevard as anticipated in the 2035 General Plan and the Planning and Development Code, and the proposed project is consistent with these planning policies and regulations.

The project site has been designated as Traditional Neighborhood Low and Suburban Corridor in the 2035 General Plan (**Figure 3**). Land adjacent to the existing City ROW is zoned R-1A, R-2, R-3, OB, C-2, General Commercial, Residential, and Multiple Family Residential.

In support of the general plan and applicable area plans, the proposed project would provide the surrounding communities with safe, reliable, and continuous pedestrian and bicycle routes within the Franklin Boulevard Corridor. The project is located within the boundaries addressed by the *Land Park Community Plan* (City of Sacramento, 2015a). The Land Park Community Plan Area boundary encompasses 6.7 square miles or 4,327 acres just south of Downtown Sacramento. It is bounded on the north by Broadway, on the south by 35th Avenue, on the east by SR-99, and on the west by the Sacramento River. The City anticipates updating the community plan in the future and adding in a vision, community issues, and community policies at that time. In the

meantime, the City has listed the Franklin Boulevard corridor as a potential commercial corridor revitalization opportunity area. This project is consistent with the *Land Park Community Plan*, in so much as this project would be part of revitalizing this commercial corridor.

Development of the proposed project would implement the following goals and policies identified in the 2035 General Plan, demonstrating the proposed project's compatibility with land use as anticipated in the 2035 General Plan:

GOAL M 1.2: Multimodal System. Increase multimodal accessibility (i.e., the ability to complete desired personal or economic transactions via a range of transportation modes and routes) throughout the City and region with an emphasis on walking, bicycling, and riding transit.

Policy M 1.2.1: Multimodal Choices. The City shall develop an integrated, multi-modal transportation system that improves the attractiveness of walking, bicycling, and riding transit over time to increase travel choices and aid in achieving a more balanced transportation system and reducing air pollution and greenhouse gas emissions.

GOAL M 1.3: Barrier Removal. Improve accessibility and system connectivity by removing physical and operational barriers to safe travel.

Policy M 1.3.2: Eliminate Gaps. The City shall eliminate "gaps" in roadways, bikeways, and pedestrian networks. To this end: a. The City shall construct new multi-modal crossings of the Sacramento and American Rivers. b. The City shall plan and pursue funding to construct grade-separated crossings of freeways, rail lines, canals, creeks, and other barriers to improve connectivity. c. The City shall construct new bikeways and pedestrian paths in existing neighborhoods to improve connectivity.

Policy M 1.3.3: Improve Transit Access. The City shall support the Sacramento Regional Transit District (RT) in addressing identified gaps in public transit networks by working with RT to appropriately locate passenger facilities and stations, providing and maintaining pedestrian walkways and bicycle access to transit stations and stops, and dedicating public rights of way as necessary for transit-only lanes, transit stops, and transit vehicle stations and layover.

Policy M 1.3.5: Connections to Transit Stations. The City shall provide and improve connections to transit stations by identifying, roadways, bikeways and pedestrian improvements within a walking distance (½-mile) of existing and planned transit stations. Such improvements shall emphasize the development of complete streets.

GOAL M 2.1: Integrated Pedestrian System. Design, construct, and maintain a universally accessible, safe, convenient, integrated and well-connected pedestrian system that promotes walking.

Policy M 2.1.1: Pedestrian Master Plan. The City shall maintain and implement a Pedestrian Master Plan that carries out the goals and policies of the General Plan. All new development shall be consistent with the applicable provisions of the Pedestrian Master Plan.

GOAL M 3.1: Safe, Comprehensive, and Integrated Transit System. Create and maintain a safe, comprehensive, and integrated transit system as an essential component of a multimodal transportation system.

GOAL M 4.1: Street and Roadway System. Create a context-sensitive street and roadway system that provides access to all users and recognizes the importance that roads and streets play as public space. As such, the City shall strive to balance the needs for personal travel, goods movement, parking, social activities, business activities, and revenue generation, when planning, operating, maintaining, and expanding the roadway network.

GOAL M 4.2: Complete Streets. The City shall plan, design, operate and maintain all streets and roadways to accommodate and promote safe and convenient travel for all users – pedestrians, bicyclists, transit riders, and persons of all abilities, as well as freight and motor vehicle drivers.

Policy M 4.2.1: Accommodate All Users. The City shall ensure that all new roadway projects and any reconstruction projects designate sufficient travel space for all users including bicyclists, pedestrians, transit riders, and motorists except where pedestrians and bicyclists are prohibited by law from using a given facility.

Policy M 4.2.2: Pedestrian and Bicycle-Friendly Streets. In areas with high levels of pedestrian activity (e.g., employment centers, residential areas, mixed-use areas, schools), the City shall ensure that all street projects support pedestrian and bicycle travel. Improvements may include narrow lanes, target speeds less than 35 miles per hour [MPH], sidewalk widths consistent with the Pedestrian Master Plan, street trees, high-visibility pedestrian crossings, and bikeways (e.g. Class II and III bike lanes, bicycle boulevards, separated bicycle lanes and/or parallel multi-use pathways).

Policy M 4.2.6: Identify and Fill Gaps in Complete Streets. The City shall identify streets that can be made more “complete” either through a reduction in the number or width of travel lanes or through two-way conversions, with consideration for emergency vehicle operations. The City shall consider including new bikeways, sidewalks, on-street parking, and exclusive transit lanes on these streets by re-arranging and/or re-allocating how the available space within the public right of way issued. All new street configurations shall provide for adequate emergency vehicle operation.

GOAL M 4.3: Neighborhood Traffic. Enhance the quality of life within existing neighborhoods through the use of neighborhood traffic management and traffic calming techniques, while recognizing the City’s desire to provide a grid system that creates a high level of connectivity.

Policy M 4.3.2: Traffic Calming Measures. Consistent with the Roadway Network and Street Typology policies in this General Plan and Goal M 4.3, the City shall use traffic calming measures to reduce vehicle speeds and volumes while also encouraging walking and bicycling. Specific measures may include, but are not limited to, marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts, traffic circles, on-street parking, planter strips with street trees, chicanes/chokers, and geometric design features.

GOAL M 4.4: Roadway Functional Classification and Street Typology. Maintain an interconnected system of streets that allows travel on multiple routes by multiple modes, balancing access, mobility and place-making functions with sensitivity to the existing and planned land use context of each corridor and major street segment.

Policy M 4.4.4: Traffic Signal Management. To improve traffic flow and associated fuel economy of vehicles traveling on city streets, the City shall synchronize the remaining estimated 50 percent of the city's eligible traffic signals by 2035, while ensuring that signal timing considers safe and efficient travel for all modes.

GOAL M 5.1: Integrated Bicycle System. Create and maintain a safe, comprehensive, and integrated bicycle system and set of support facilities throughout the City that encourages bicycling that is accessible to all. Provide bicycle facilities, programs and services and implement other transportation and land use policies as necessary to achieve the City's bicycle mode share goal as documented in the *Bicycle Master Plan*.

Policy M 5.1.1: Bicycle Master Plan. The City shall maintain and implement a Bicycle Master Plan that carries out the goals and policies of the General Plan. All new development shall be consistent with the applicable provisions of the Bicycle Master Plan.

Policy LU 1.1.4: Leading Infill Growth. The City shall facilitate infill development through active leadership and the strategic provision of infrastructure and services and supporting land uses.

Policy LU 1.1.5: Infill Development. The City shall promote and provide incentives (e.g., focused infill planning, zoning/rezoning, revised regulations, provision of infrastructure) for infill development, reuse, and growth in existing urbanized areas to enhance community character, optimize City investments in infrastructure and community facilities, support increased transit use, promote pedestrian- and bicycle-friendly neighborhoods, increase housing diversity, ensure integrity of historic districts, and enhance retail viability.

Policy LU 2.5.2: Overcoming Barriers to Accessibility. The City shall strive to remove and minimize the effect of natural and manmade barriers to accessibility between and within existing neighborhoods corridors, and centers.

Policy LU 2.6.1: Sustainable Development Patterns. The City shall promote compact development patterns, mixed use, and higher-development intensities that use land efficiently; reduce pollution and automobile dependence and the expenditure of energy and other resources; and facilitate walking, bicycling, and transit use.

Policy LU 2.6.3: Revitalization Strategies. The City shall employ a range of strategies to promote revitalization of distressed, under-utilized, and/or transitioning areas, including:

1. Targeted public investments.
2. Development incentives.
3. Public-private partnerships.
4. Revised development regulations and entitlement procedures.
5. Implementation of City-sponsored studies and master plans.

Policy LU 2.7.6: Walkable Blocks. The City shall require new development and reuse and reinvestment projects to create walkable, pedestrian-scaled blocks, publicly accessible midblock and alley pedestrian routes where appropriate, and sidewalks appropriately scaled for the anticipated pedestrian use.

Policy LU 2.8.1: Equitable Distribution of Uses and Amenities. The City shall strive to ensure that desirable uses and neighborhood amenities are distributed equitably throughout the city.

Policy LU 2.8.2: Public Facilities and Services. The City shall strive to equitably distribute public facilities, improvements, and services throughout the city, with priority given to remedying existing deficiencies in blighted or underserved neighborhoods.

Policy LU 4.2.1: Enhanced Walking and Biking. The City shall pursue opportunities to promote walking and biking in existing suburban neighborhoods through improvements such as:

1. Introducing new pedestrian and bicycle connections;
2. Adding bike lanes and designating and signing bike routes;
3. Narrowing streets where they are overly wide;
4. Introducing planting strips and street trees between the curb and sidewalk; and
5. Introducing traffic.

Policy LU 6.1.9: Enhanced Pedestrian Environment. The City shall require that sidewalks along mixed-use corridors are wide enough to accommodate significant pedestrian traffic and promote the transformation of existing automobile-dominated corridors into boulevards that are attractive, comfortable, and safe for pedestrians by incorporating the following:

1. On-street parking between sidewalk and travel lanes,
2. Few curb cuts and driveways,
3. Enhanced pedestrian street crossing,
4. Building entrances oriented to the street,
5. Transparent ground floor frontages,
6. Street trees,
7. Streetscape furnishing, and
8. Pedestrian-scaled lighting and signage.

Agricultural Resources

The 2035 General Plan Master EIR discussed the potential impact of development under the 2035 General Plan on agricultural resources in Chapter 4.1. In addition to evaluating the effect of the general plan on sites within the City, the Master EIR noted that to the extent the 2035 General Plan accommodates future growth within the City limits, the conversion of farmland outside the City limits is minimized. The Master EIR concluded that the impact of the 2035 General Plan on agricultural resources within the City was less than significant.

The project site is located in an urban area of Sacramento and does not contain soils designated as Important Farmland (i.e., Prime Farmland, Unique Farmland or Farmland of Statewide Importance) (FMMP 2017). The site is not zoned for agricultural uses, and there are no Williamson Act contracts that affect the project site. No existing agricultural or timber-harvest uses are located

on or in the vicinity of the project site. Development of the site would result in no impacts on agricultural resources.

Energy

The 2035 General Plan includes policies (see 2035 General Plan Energy Resources Policies U 6.1.9 through 6.1.16) to encourage energy-efficient technology by offering rebates and other incentives to commercial and residential developers, coordinating with local utility providers, and recruiting businesses that research and promote energy conservation and efficiency.

The Master EIR discussed energy conservation and relevant general plan policies in Section 6.3 (page 6-3). The discussion concluded that with implementation of the general plan policies and energy regulation (e.g., Title 24) development allowed in the general plan would not result in the inefficient, wasteful or unnecessary consumption of energy.

The 2035 General Plan Master EIR evaluated the potential impacts on energy and concluded that anticipated effects would be less than significant (Master EIR Impact 4.11-6). The proposed project would require fuel for construction equipment. However, following construction, the only additional energy source would be landscaping equipment, as the proposed project would not contribute to an increase in vehicular traffic through the project limits. As detailed above under the Land Use discussion, project development would implement numerous transportation-related goals and policies relevant to increasing opportunities for transit access, multi-modal transportation, creating bicycle and pedestrian accessibility, closing transportation gaps, and developing a complete street environment within the Franklin Boulevard Corridor. Therefore, the proposed project would not result in any impacts not identified and evaluated in the 2035 General Plan Master EIR.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
1. AESTHETICS Would the proposal: A) Create a source of glare that would cause a public hazard or annoyance?			X
B) Create a new source of light that would be cast onto oncoming traffic or residential uses?			X
C) Substantially degrade the existing visual character of the site or its surroundings?			X

ENVIRONMENTAL SETTING

Within the project area, Franklin Boulevard is a five-lane paved road in a predominantly commercial area. Landscaping is very minimal with trees sparsely planted throughout the corridor. Sidewalks are uneven and discontinuous, and only limited stretches of poorly-delineated bicycle lanes are present along portions of Franklin Boulevard. A mix of business properties currently front Franklin Boulevard, as well as public parking lots, and several lots stand vacant. Utility poles line both sides of the street from Fruitridge Road to 41st Avenue.

Existing nighttime lighting in the vicinity consists primarily of street lighting along Franklin Boulevard and adjacent roadways, as well as security lighting for the surrounding businesses and residences.

The project would result in improvements, including: road rehabilitation with an approximate depth of 12 inches, curb and gutter replacement, a reduction from four through traffic lanes with a two-way left turn lane to two through traffic lanes with a two-way left turn lane, utility relocations, the addition of Class IV bikeways and sidewalk, ADA compliant curb ramps, stormwater planters, drainage improvements, and the addition of landscaped buffers (including tree planting) for the Class IV bikeways along Franklin Boulevard within the project limits. In addition, the project would replace existing street light and also install new street and pedestrian lights and modify existing traffic signals.

No existing trees are anticipated to be removed for construction of the project and the proposed project improvements would enhance the aesthetics of the area through the addition of landscaping and placemaking elements throughout the corridor. Bicycle facilities would be designed in accordance with City Standard and Caltrans guidelines.

STANDARDS OF SIGNIFICANCE

The significance criteria used to evaluate the project impacts to aesthetics are based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines, thresholds of significance adopted by the City in applicable general plans and previous environmental documents, and professional judgment. A significant impact related to aesthetics would occur if the project would:

- substantially interfere with an important scenic resource or substantially degrade the view of an existing scenic resource; or
- create a new source of substantial light or glare that is substantially greater than typical urban sources and could cause sustained annoyance or hazard for nearby sensitive receptors.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR described the existing visual conditions for the City of Sacramento, and the potential changes to those conditions that could result from development consistent with the 2035 General Plan (see Master EIR, Chapter 4.13, Visual Resources).

The Master EIR identified potential impacts for light and glare (Impact 4.13-1) and concluded that impacts would be less than significant. Policy ER 7.1.3 requires that misdirected, excessive, or unnecessary outdoor lighting be minimized. Policy LU 6.1.12, Compatibility with Adjoining Uses, includes a requirement for lighting to be shielded and directed downward to minimize impacts on adjacent residential uses.

Development of the project would implement the following 2035 General Plan Goal and Policy:

GOAL LU 6.1: Corridors. Support the development of major circulation corridors that balance their vehicular function with a vibrant mix of uses that contribute to meeting local and Citywide needs for retail, services, and housing; and provide pedestrian-friendly environments that serve as gathering places for adjacent neighborhoods.

Policy LU 6.1.9: Enhanced Pedestrian Environment. The City shall require that sidewalks along mixed-use corridors are wide enough to accommodate significant pedestrian traffic and promote the transformation of existing automobile-dominated corridors into boulevards that are attractive, comfortable, and safe for pedestrians by incorporating the following:

1. On-street parking between sidewalk and travel lanes;
2. Few curb cuts and driveways;
3. Enhanced pedestrian crossings;
4. Building entrances oriented to the street;
5. Transparent ground floor frontages;
6. Street trees;
7. Streetscape furnishings; and
8. Pedestrian-scaled lighting and signage.

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

The Caltrans Visual Impact Assessment Memorandum was prepared for this project and is attached to this Initial Study as Appendix B (Environmental Science Associates, 2018a). Lighting would be installed in areas to increase visibility for pedestrians. Improving the lighting would encourage pedestrian and bicyclist activity in the area and foster a community identity for adjacent

neighborhoods. The new lighting would follow the policies set forth in the 2035 General Plan and would not constitute a new source of substantial light or glare that is substantially greater than typical urban sources, which could otherwise cause sustained annoyance or hazard for nearby sensitive receptors. Further, the project would not increase traffic-related or other vehicle-related lights in the project vicinity. No public hazards or annoyance related to new light sources and affecting residents or traffic would occur from implementation of the project. Therefore, there would be **no impact** resulting from the project.

Question C

The proposed improvements would slightly alter the current visual landscape since Franklin Boulevard is an existing transportation facility. A reduction of vehicle lanes and additional landscaping would make the corridor more visually pleasing for pedestrians and bicyclists, as well as for the adjacent businesses and residences. Materials and design of site features would be appropriate for the visual character of the project surroundings. Goal 5 of the Franklin Boulevard Complete Street Plan is to "support the steady daytime and evening activity in a safe and beautiful manner… [to] promote a memorable street." The addition of trees, landscaping, and lighting would result in positive changes to the visual character and quality of the site. Based on these considerations, the proposed project would not degrade the existing visual character of the site or its surroundings. Therefore, there would be **no impact** related to degradation of the existing visual character or the site or its surroundings resulting from project implementation.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
2. AIR QUALITY *Would the proposal:* A) Result in construction emissions of NO_x above 85 pounds per day?		X	
B) Result in operational emissions of NO_x or ROG above 65 pounds per day?			X
C) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X
D) Result in PM_{10} concentrations equal to or greater than five percent of the State ambient air quality standard (i.e., 50 micrograms/cubic meter for 24 hours) in areas where there is evidence of existing or projected violations of this standard?		X	
E) Result in CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm)?			X
F) Result in exposure of sensitive receptors to substantial pollutant concentrations?			X
G) Result in TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources?			X
H) Conflict with the Climate Action Plan?			X

ENVIRONMENTAL SETTING

The proposed project is located within the City of Sacramento. The Sacramento Metropolitan Air Quality Management District (SMAQMD) is the primary local agency with respect to air quality for Sacramento County, including the City of Sacramento. The City of Sacramento is within the Sacramento Valley Air Basin (SVAB), which also includes all of Butte, Colusa, Glenn, Sacramento, Shasta, Sutter, Tehama, Yolo, and Yuba counties, the western portion of Placer County, and the eastern portion of Solano County.

As required by the Federal Clean Air Act (FCAA) passed in 1970, the United States Environmental Protection Agency (U.S. EPA) has identified six criteria air pollutants that are pervasive in urban environments and for which state and national health-based ambient air quality standards have been established. The U.S. EPA calls these pollutants “criteria air pollutants” because the agency has regulated them by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. Ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter, and lead are the six criteria air pollutants. Particulate matter is

measured in two size ranges: PM_{10} for particles less than 10 microns in diameter, and $PM_{2.5}$ for particles less than 2.5 microns in diameter. **Table 1** summarizes the attainment status of the project vicinity with respect to national and California ambient air quality standards.

TABLE 1
PROJECT VICINITY ATTAINMENT STATUS

Pollutant	Designation/Classification	
	State Standards	**Federal Standards**
Carbon Monoxide (CO)	Attainment	Attainment
Nitrogen Dioxide (NO_2)	Attainment	Attainment/Unclassified
Ozone (O_3)	Nonattainment	Nonattainment
Respirable Particulate Matter (PM_{10})	Nonattainment	Attainment
Fine Particulate Matter ($PM_{2.5}$)	Attainment	Nonattainment (24-hour)/ Attainment (Annual)
Sulfur Dioxide (SO_2)	Attainment	Attainment
Lead (Pb)	Attainment	Attainment/Unclassified
Visibility Reducing Particles	Unclassified	No standard for pollutant and averaging period
Sulfates	Attainment	No standard for pollutant and averaging period
Hydrogen Sulfide	Unclassified	No standard for pollutant and averaging period
Vinyl Chloride	Unclassified	No standard for pollutant and averaging period

SOURCES: EPA 2018a; CARB 2018a; SMAQMD 2017

The California Air Resources Board (CARB) regional air quality monitoring network provides information on ambient concentrations of non-attainment criteria air pollutants. The monitoring stations that include data representative of the proposed project site are located on T Street (monitors ozone and NO_2 and is approximately 2-mile north-west of the project), at Del Paso Manor (monitors CO and is approximately 7.6 miles north-east of the project site) and at Sacramento-Health Dept. Stockton Boulevard (monitors PM_{10} and $PM_{2.5}$ and is approximately 1.4 miles north-east of the project site). **Table 2** presents a five-year summary (2013 – 2017) of air pollutant concentration data collected at these monitoring stations for ozone, NO_2, PM_{10}, $PM_{2.5}$, and CO. Sacramento County is designated as attainment area with respect to state and federal standards for sulfur dioxide and as there are no major sources of this pollutant (e.g., refineries) within the county it is not monitored by CARB in the county.

TABLE 2
SUMMARY OF AIR QUALITY MONITORING DATA (2013–2017)

Pollutant/Parameter	Number of Days Standards Were Exceeded and Maximum Concentrations Measured[a]				
	2013	2014	2015	2016	2017
Carbon Monoxide (CO) – Del Paso Monitoring Station					
Maximum 1-hour/8-hour average concentration, ppm	2.4 / 2.1	1.9 / 1.7	2.2/2.0	2.4 / 2.1	1.9 / 1.6
Number of days state/national 1-hour standard exceeded	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
Number of days state/national 8-hour standard exceeded	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
Nitrogen Dioxide (NO2) – T Street Monitoring Station					
Maximum 1-hour average concentration, ppb	59	65	55	55	58
Annual average, ppb	13	11	11	*	9
Number of days state/national standard exceeded	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
Ozone (O3) – T Street Monitoring Station					
Maximum 1-hour/8-hour average concentration, ppm	0.091 / 0.068	0.085 / 0.072	0.092 / 0.076	0.094 / 0.074	0.107 / 0.077
Number of days state 1-hour standard exceeded	0	0	0	0	0
Number of days state/national 8-hour standard exceeded	0 / 0	4 / 3	4 / 4	3 / 3	3 / 3
Respirable Particulate Matter (PM10) – Sacramento-Health Stockton Boulevard					
Maximum state/national 24-hr concentration, $\mu g/m^3$	50 / 47	41 / 39	42 / 41	33 / 34	*
Number of days state/national 24-hr standard exceeded	0 / 0	0 / 0	0 / 0	0 / 0	*
Fine Particulate Matter (PM2.5) - Sacramento-Health Stockton Boulevard					
Maximum state/national 24-hr. concentration, $\mu g/m^3$	40 / 40	26.2 / 26.2	38.8 / 38.8	22.9 / 22.9	*
Annual state/national average	* / 9.6	8.3 / 8.2	* / 9.6	* / *	*
Number of days national 24-hr standard exceeded	3	0	1	0	*

NOTES:
ppm = parts per million;
ppb = parts per billion;
$\mu g/m^3$ = micrograms per cubic meter.
* = No data or insufficient data.

SOURCE: CARB 2018b, EPA 2018b

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, air quality impacts may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of general plan policies or mitigation from the 2035 General Plan Master EIR:

- construction emissions of NO_X above 85 pounds per day;
- operational emissions of NOX or reactive organic gas (ROG) above 65 pounds per day;

- violation of any air quality standard or contribute substantially to an existing or projected air quality violation;

- construction emissions that exceed zero pounds per day of PM10 would result in a significant impact, unless all feasible Best Available Control Technologies/Best Management Practices (BACT/BMPs) are implemented, then increases above 80 pounds per day and 14.6 tons/year; and zero pounds per day of PM2.5, unless all feasible BACT/BMPs are applied, then 82 pounds per day and 15 tons/year;

- CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm);

- exposure of sensitive receptors to substantial pollutant concentrations; or

- generation of objectionable odors affecting a substantial number of people.

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

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

A project is considered to have a significant effect relating to greenhouse gas emissions if:

- The project fails to satisfy the requirements of the City's Climate Action Plan (CAP).

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR addressed the potential effects of the 2035 General Plan on ambient air quality and the potential for exposure of people, especially sensitive receptors such as children or the elderly, to unhealthful pollutant concentrations (see Master EIR, Chapter 4.2).

Policies in the 2035 General Plan Environmental Resources Element were identified as mitigating potential effects of development that could occur under the general plan. For example, Policy ER 6.1.1 calls for the City to work with the CARB and the SMAQMD to meet state and federal air quality standards; Policy ER 6.1.2 requires the City to review proposed development projects to ensure that the projects incorporate feasible measures that reduce construction and operational emissions; Policy ER 6.1.4 calls for coordination of City efforts with SMAQMD; and Policy ER 6.1.14 requires the City to give preference to contractors using reduced-emission equipment.

The Master EIR identified exposure to sources of toxic air contaminants (TAC) as a potential effect. Policies in the 2035 General Plan would reduce the effect to a less-than-significant level. The policies include 2035 General Plan Policy ER 6.1.4, requiring consideration of current guidance provided by the Air Resources Board and SMAQMD; requiring development adjacent to stationary or mobile TAC sources to be designed with consideration of such exposure in design, landscaping and filters; as well as general plan Policies ER 6.11.1 and ER 6.11.14, referred to above.

Policies in the 2035 General Plan Environmental Resources Element were identified as mitigating potential climate change impacts from new development that could occur under the general plan. For example, Policy ER 6.1.6 calls for the City to maintain and implement a Phase 1 Climate

Action Plan (CAP) to reduce municipal greenhouse gas (GHG) emissions by 22 percent below 2005 baseline level by 2020, and strive to reduce municipal emission by 49 percent by 2035 and 83 percent by 2050; Policy ER 6.1.10 calls for the coordination between the City and SMAQMD to ensure projects incorporate feasible mitigation measures to reduce GHG emissions if not already provided for through project design.

The Master EIR found that GHG emissions that would be generated by development consistent with the 2035 General Plan would be a less-than-significant impact. The discussion of greenhouse gas emissions and climate change in the 2035 General Plan Master EIR are incorporated by reference in this Initial Study.[a]

The Master EIR identified numerous policies included in the 2035 General Plan that addressed GHG emissions and climate change (see Draft Master EIR, Chapter 4.14, and pages 4.14-3 through 4.14-7 et seq.).

Policies identified in the 2035 General Plan include directives relating to sustainable development patterns and practices, and increasing the viability of pedestrian, bicycle and public transit modes. A complete list of policies addressing climate change is included in the Master EIR, Table 4.14-3, pages 4.14-12 through 4.14-13 et seq.; the Master EIR included additional discussion of GHG emissions and climate change in response to written comments.

ANSWERS TO CHECKLIST QUESTIONS

Question A

A Caltrans Air Quality Report was prepared for this project, and is attached to the Initial Study as Appendix C (Environmental Science Associates, 2018b). During construction, short-term degradation of air quality may occur due to the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other construction-related activities. Emissions from construction equipment are expected and would include NO_X, ROG and directly-emitted particulate matter (PM_{10} and $PM_{2.5}$). Ozone is a regional pollutant that is derived from NOx and ROG in the presence of sunlight and heat. Because NOx is the predominant ozone precursor generated by construction equipment, SMAQMD's construction threshold for ozone precursors is stated in terms of NOx and not ROG.

Construction of the proposed project is anticipated to occur over three phases. The first phase would begin in 2021 over a six-month period and would result in approximately 15 daily worker trips and a total of 250 haul truck trips. The second phase would begin in 2021 over an eight-month period and result in approximately 15 daily work trips and a total of 500 haul truck trips. The third phase would begin in 2023 over a six-month period and result in approximately 15 daily worker trips and a total of 250 haul truck trips. For this analysis, is assumed that none of the construction phases would overlap. The CalEEMod model was used to quantify construction NO_x, PM_{10}, and $PM_{2.5}$ emissions from off-road equipment, haul trucks associated with soils export, on-road worker vehicle emissions, and vendor delivery trips. Unmitigated construction emissions for the worst-case day for each construction year are presented in **Table 3** and compared to SMAQMD's thresholds. All CalEEMod input and output files generated for this project included with the Air Quality Report, which is attached to this Initials Study as Appendix C.

[a] State CEQA Guidelines section 15150

TABLE 3
UNMITIGATED CONSTRUCTION EMISSIONS[1]

Construction Year	NO_X (ppd)	PM_{10} (ppd)	$PM_{2.5}$ (ppd)	PM_{10} (tpy)	$PM_{2.5}$ (tpy)
2021	27.8	1.7	1.4	0.2	0.2
2022	24.6	1.6	1.3	< 0.1	< 0.1
2023	22.5	1.3	1.1	0.1	0.1
Maximum	27.8	1.7	1.4	0.2	0.2
SMAQMD Thresholds without BMP[2]	85	0	0	0	0
Significant (Yes or No)?	No	Yes	Yes	Yes	Yes
SMAQMD Thresholds with BMP[2]	85	80	82	14.6	15
Significant (Yes or No)?	No	No	No	No	No

NOTES:
PPD = POUNDS PER DAY
TPY = TONS PER YEAR

1. Project construction emissions estimates were made using CalEEMod version 2016.3.2. See Appendix B for model outputs and more detailed assumptions.
2. SMAQMD has established a zero emissions threshold for PM_{10} and $PM_{2.5}$ when projects do not implement their Best Available Practices (BMP).

SOURCE: ESA, 2018b.

As shown in Table 2-3, maximum daily construction NOx emissions would not exceed the SMAQMD significance thresholds during construction. However, according to the SMAQMD CEQA guidance, project-related construction emissions that exceed zero pounds per day of PM_{10} and $PM_{2.5}$ would result in a significant impact, unless all feasible Best Available Control Technologies/Best Management Practices (BACT/BMPs) are implemented. Since the proposed project would not include BMPs to minimize onsite construction emissions already recommend by the SMAQMD, project-related construction emissions of PM_{10} and $PM_{2.5}$ would exceed the SMAQMD significance thresholds in 2021, 2022 and 2023. Therefore, the proposed project would have a **significant impact** related to construction emissions. However, as shown in Table 2-3, **Mitigation Measure AQ-1** would reduce this impact to a less than significant level by requiring the applicant to implement the SMAQMD's BMPs.

Question B

Since the proposed project by itself would not generate any vehicle trips or increase vehicle miles traveled (VMT) within the project area, the proposed project is not expected to affect long-term operational traffic volumes and/or result in operational emissions of NOx or ROG above established significance thresholds. In addition, the proposed project would further the implementation of key goals and policies from the 2035 General Plan specifically relevant to air quality, including policies promoting reductions in VMT through, walkable neighborhood design, bicycle facilities, public transportation facilities, and related infrastructure. Operational emission impacts are, therefore, considered **less than significant.**

Question C

As previously discussed in response to Question B, operation of the proposed project would not contribute additional vehicle trips or VMT within the City of Sacramento. As a result, operation of the proposed project would not result in a cumulatively considerable contribution to criteria air

pollutant or precursor that would violate or contribute to a violation of the California Ambient Air Quality Standard for ozone. The impact would therefore be **less than significant**.

Question D

Sacramento County is currently in nonattainment for the ozone and PM_{10} California ambient air quality standards. Emissions generated by short-term construction have the potential to generate high levels of PM_{10}, which are primarily associated with fugitive dust emissions during site preparation or grading. Exhaust emissions of NO_X and PM_{10} are also generated by off-road construction equipment such as graders, dozers and excavators. As discussed in response to Question A, construction emissions of NOx would not exceed the SMAQMD's significance threshold. However, according to the SMAQMD's CEQA guidance, project-related construction emissions that exceed zero pounds per day of PM_{10} and $PM_{2.5}$ would result in a potentially significant impact, unless all feasible Basic Construction Emission Practices/Best Management Practices (BMPs) are implemented.

As shown in Table 2-3, construction emissions of PM_{10} and $PM_{2.5}$ would exceed the SMAQMD's unmitigated threshold of zero pounds per day and result in a cumulatively considerable contribution if criteria air pollutants or precursors would result in a violation or contribute to a violation of the ambient air quality standards for PM_{10} and $PM_{2.5}$. Therefore, implementation of the project would result in a **potentially significant** impact during construction. However, Implementation of **Mitigation Measure AQ-1** would require the City, as the project applicant, to implement the SMAQMD's Basic Construction Emission Control Practices/ BMPs. As shown in Table 2-3, after implementation of the **Mitigation Measure AQ-1**, construction emissions of PM_{10} and $PM_{2.5}$ would be reduced to below their respective significance thresholds and impacts would be **less than significant**.

Question E

Intersections that are categorized as a level of service (LOS) E or F would result in increased delays and idling times. These intersections have the potential to create CO hotspots, which is an exceedance of the 1- or 8-hour state CO standard. A CO hotspot can result in the exposure of nearby sensitive receptors to unhealthy CO concentrations. The SMAQMD's CEQA Guide to Air Quality Assessment in Sacramento County provides screening criteria to assess whether project-related vehicle trips would result in the generation of CO emissions that exceed or contribute to an exceedance to the California Air Quality Standard for CO.

The SMAQMD's recommended screening criteria are divided into two tiers, as follows:

Tier One

The proposed project would result in a less-than-significant impact to air quality for local CO if:

1. Traffic generated by the proposed project would not result in deterioration of intersection level of service (LOS) to LOS E or F; and

2. The project would not contribute additional traffic to an intersection that already operates at LOS of E or F.

If the first tier of screening criteria is not met, then the second tier of screening criteria needs to be evaluated.

Tier Two

If all of the following criteria are met, the proposed project would result in a less-than-significant impact to air quality for local CO.

1. The project would not result in an affected intersection experiencing more than 31,600 vehicles per hour;

2. The project would not contribute traffic to a tunnel, parking garage, bridge underpass, urban street canyon, or below-grade roadway; or other locations where horizontal or vertical mixing of air will be substantially limited; and

3. The mix of vehicle types at the intersection is not anticipated to be substantially different from the County average (as identified by the EMFAC or CalEEMod models).

A transportation impact study was completed for the proposed project to evaluate the long-term effects on eight intersections in the vicinity of the project site (Fehr & Peers, 2018). As described in the transportation impact study, the proposed project would result in the deterioration of intersections that already operate at a LOS of E or F (Fehr & Peers, 2018). However, since the proposed project is a complete street project and would not result in the contribution of traffic volumes at any of the intersects within the study area or result in mix of vehicle types substantially different from the County average, the proposed project would have **a less-than-significant impact** on local CO concentrations.

Questions F and G

Construction

Construction of the proposed project would result in short-term diesel exhaust emissions (DPM), which are TACs, from on-site heavy-duty equipment. project construction would generate DPM emissions from the use of off-road diesel equipment required for construction activities. Exposure of sensitive receptors—such as nearby residences—is the primary factor used to determine health risk. Exposure is a function of the concentration of a substance or substances in the environment and the extent of exposure of that person to the substance. A longer exposure period would result in a higher exposure level. Thus, the risks estimated for a maximally exposed individual are higher if a fixed exposure occurs over a longer period of time.

Construction activities associated with the proposed project would occur over a three-year period. Due to the uncertainty in assessing cancer risks from very short-term exposures, the Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments, does not recommend assessing cancer risk for projects lasting longer than two months (OEHHA, 2015). Although the construction activities under the proposed project would last longer than two months, construction would proceed linearly at a rate resulting in nearby sensitive land uses being exposed to DPM for a period not lasting two months. Due to this relatively short period of exposure, TACs generated during construction activities would not be expected to result in concentrations that could cause significant health risks. Construction activities associated with the construction of the proposed project would result in **less-than-significant impacts** associated with construction-related health risks.

Operations

The project improvements are not expected to generate vehicle trips or increase VMT with the City of Sacramento. Therefore, operation of the proposed project is not expected to affect long-

term operational traffic volumes and/or result in operational emissions above established significance thresholds. Therefore, operation of the proposed project would not substantially increase the risk of exposure to TACs from stationary or mobile sources. Impacts would be **less than significant**.

Question H

In 2012, the City of Sacramento adopted a community wide Climate Action Plan (CAP). The CAP outlines multiple initiatives intended to help the City achieve its overall goals of reducing community-wide emissions by 15 percent below 2005 levels by 2020, 38 percent below 2005 levels by 2030, and 83 percent below 2005 levels by 2050. Included in the CAP are a comprehensive set of strategies, measures and implementing actions to achieve the 2020 GHG reduction target. These GHG reduction measures and actions apply to both existing sources within the City as of the 2005 baseline and projected emissions from new growth and development anticipated in the 2035 General Plan. In addition, the CAP identifies potentially adverse physical effects related to climate change on the community and includes specific adaptation measures to address and mitigate such effects.

The City has developed a Climate Action Plan Consistency Checklist for use in determining the consistency of proposed projects with the CAP.

The CAP Consistency Review Checklist includes six criteria that a project must be evaluated against. Projects that are consistent with each of the seven criteria are considered consistent with Sacramento's CAP and would not have a significant GHG impact. The following discussion evaluates the proposed project for each of these seven criteria.

1. *Is the proposed project substantially consistent with the City's over-all goals for land use and urban form, allowable floor area ratio (FAR) and/or density standards in the City's 2035 General Plan?*

   The proposed project would not result in an increase floor to area ratio (FAR) in any of the Land Use and Urban Form Designation areas found in the City of Sacramento's General Plan. Thus, the proposed project would be consistent with the City's 2035 General Plan FAR requirements.

2. *Would the proposed project include traffic-calming measures?*

   The proposed project would result in a reduction from four through traffic lanes with a two-way left turn lane to two through traffic lanes with a two-way left turn lane and the addition of Class IV bikeways and sidewalks. The implantation of these project design features will slow traffic speeds along Franklin Boulevard. Therefore, the proposed project would be consistent with the City's 2035 General Plan traffic-calming requirements.

3. *Would the proposed project incorporate pedestrian facilities and connections to public transportation consistent with the City's Pedestrian Master Plan?*

   The level of pedestrian improvements necessary to determine Pedestrian Master Plan and thus CAP consistency is measured according to the "Basic, Upgrade, or Premium" categories defined in Appendix A to the Pedestrian Master Plan. The differences between these three categories are based on several criteria, including project location, surrounding land uses, and proximity to transit. Since the proposed project includes the installation of new bikeways that will connect to existing bikeways within the City of

Sacramento, the proposed project's pedestrian amenities would meet the City of Sacramento's Consistency Checklist for pedestrian facilities.

4. *Would the proposed project incorporate bicycle facilities consistent with the City's Bikeway Master Plan, and meet or exceed minimum standards for bicycle facilities in the Zoning Code and CALGreen?*

   The proposed project would incorporate off-street bicycle parking consistent with the Bikeway Master Plan, Zoning Code, and CALGreen standards. The proposed project would include the construction of a Class IV bikeway along Franklin Boulevard Since the project site would be accessible by the on-street bikeways, the proposed project would be consistent with the Bikeway Master Plan and meets the CAP Consistency Checklist for bicycle facilities.

5. *For residential projects of 10 or more units, commercial projects greater than 25,000 square feet, or industrial projects greater than 100,000 square feet, would the project include on-site renewable energy systems (e.g., photovoltaic systems) that would generate at least a minimum of 15 percent of the project's total energy demand on-site?*

   Since proposed project would not include the construction of new residential or commercial uses within the City of Sacramento, this measure does not apply to the proposed project.

6. *Would the proposed project (if constructed on or after January 1, 2014) comply with minimum CALGREEN Tier 1 water efficiency standards?*

   As previously discussed, the proposed project consists of a roadway improvement project and would include the development of new residential or commercial uses within the City of Sacramento. Therefore, this measure does not apply to the proposed project.

Based on this review, the proposed project is consistent with the City's CAP. Therefore, the proposed project would result in a **less-than-significant impact** relating to greenhouse gas emissions.

MITIGATION MEASURES

Mitigation Measure AQ-1: Basic Construction Emissions Control. The following Basic Construction Emissions Control Practices are considered feasible for controlling fugitive dust from a construction site. The practices also serve as best management practices (BMPs), allowing the use of the non-zero particulate matter significant thresholds. Control of fugitive dust is required by SMAQMD Rule 403 and enforced by SMAQMD staff.

- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.

- Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose materials on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.

- Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.

- Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).

- All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

The following practices describe exhaust emission control from diesel powered fleets working at a construction site. California regulations limit idling from both on-road and off-road diesel powered equipment. The California Air Resources Board enforces the idling limitations.

- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [required by California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.

Although not required by local or state regulation, many construction companies have equipment inspection and maintenance programs to ensure work and fuel efficiencies.

- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.

FINDINGS

All additional significant environmental effects of the project relating to Air Quality can be mitigated to a less-than-significant level.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
2. BIOLOGICAL RESOURCES Would the proposal: A) Create a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected?			X
B) Result in substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal species?			X
C) Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands)?		X	

ENVIRONMENTAL SETTING

The project site includes the project boundary, as shown in **Figure 2**. The area of actual impact within that boundary would be restricted to existing paved roads and peripheral paved sidewalks.

The project site is located within an urban area surrounded predominately by developed areas, with limited areas of ruderal grassland in the several vacant lots interspersed along Franklin Boulevard. Developed areas include public, residential, and commercial development, roadways, other built infrastructure, and limited areas of ornamental landscaping. The ruderal grassland areas adjacent to the project area are highly disturbed and fragmented. There are no riparian areas or wetlands on or adjacent to any portion of the project site.

A limited number of street trees are located adjacent to Franklin Boulevard, though none lie within the actual project footprint.

In its Preliminary Environmental Study (PES) for the project, Caltrans concluded that the project area contained no habitat for any special-status species, and that there were no riparian areas or wetlands within or adjacent to the project site (Caltrans, 2017). The Caltrans PES is attached to this Initial Study as Appendix F. The project site and its immediate environs are wholly urbanized, with nearly all of the project footprint area covered in asphalt roadway or concrete sidewalks.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact would be significant if any of the following conditions or potential thereof, would result with implementation of the proposed project:

- Creation of a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected;

- Substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal; or

- Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands).

For the purposes of this document, "special-status" has been defined to include those species, which are:

- Listed as endangered or threatened under the federal Endangered Species Act (or formally proposed for, or candidates for, listing);

- Listed as endangered or threatened under the California Endangered Species Act (or proposed for listing);

- Designated as endangered or rare, pursuant to California Fish and Game Code (Section 1901);

- Designated as fully protected, pursuant to California Fish and Game Code (Section 3511, 4700, or 5050);

- Designated as species of concern by U.S. Fish and Wildlife Service (USFWS), or as species of special concern to California Department of Fish and Wildlife (CDFW);

- Plants or animals that meet the definition of rare or endangered under the California Environmental Quality Act (CEQA).

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

Chapter 4.3 of the Master EIR evaluated the effects of the 2035 General Plan on biological resources within the City. The Master EIR identified potential impacts in terms of degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status birds, through the loss of both nesting and foraging habitat.

Policies in the 2035 General Plan were identified as mitigating the effects of development that could occur under the provisions of the 2035 General Plan. Policy ER 2.1.5 calls for the City to preserve the ecological integrity of creek corridors and other riparian resources; Policy ER 2.1.10 requires the City to consider the potential impact on sensitive plants for each project and to require pre-construction surveys when appropriate; and Policy ER 2.1.11 requires the City to coordinate its actions with those of the CDFW, USFWS, and other agencies in the protection of resources.

The Master EIR discussed biological resources in Chapter 4.3. The Master EIR concluded that policies in the 2035 General Plan, combined with compliance with the California Endangered Species Act, Natomas Basin Habitat Conservation Plan (where applicable), and CEQA would minimize the impacts on special-status species to a less-than-significant level (see Impact 4.3-1), and that the general plan policies, along with compliance with local, state, and federal regulation would reduce impacts to a less-than-significant level for habitat for special-status invertebrates, birds, amphibians, reptiles, mammals, and fish (Impacts 4.3-3-6).

Given the prevalence of rivers and streams in the incorporated area, potential impact to riparian habitat is a common concern. Riparian habitats are known to exist throughout the City, especially along the Sacramento and American rivers and their tributaries. The Master EIR discussed impacts of development adjacent to riparian habitat that could disturb wildlife species that rely on these areas for shelter and food, and could also result in the degradation of these areas through the introduction of feral animals and contaminants that are typical of urban uses. The CDFW regulates potential impacts on lakes, streams, and associated riparian (streamside or lakeside) vegetation through the issuance of Lake or Streambed Alteration Agreements (SAA) (per Fish and Game Code Section 1602), and provides guidance to the City as a resource agency. While there are no federal regulations that specifically mandate the protection of riparian vegetation, federal regulations set forth in Section 404 of the Clean Water Act address areas that potentially contain riparian-type vegetation, such as wetlands.

The 2035 General Plan calls for the City to preserve the ecological integrity of creek corridors, canals, and drainage ditches that support riparian resources (Policy ER 2.1.5) and wetlands (Policy ER 2.1.6) and requires habitat assessments and impact compensation for projects (Policy ER 2.1.10). The City has adopted a standard that requires coordination with state and federal agencies if a project has the potential to affect other species of special concern or habitats (including regulatory waters and wetlands) protected by agencies or natural resource organizations (Policy 2.1.11).

Implementation of 2035 General Plan Policy ER 2.1.5 would reduce the magnitude of potential impacts by requiring a 1:1 replacement of riparian habitat lost to development. While this would help mitigate impacts on riparian habitat, large open areas of riparian habitat used by wildlife could be lost and/or degraded directly and indirectly through development under the 2035 General Plan. Given the extent of urban development designated in the general plan, the preservation and/or restoration of riparian habitat would likely occur outside of the City limits. The Master EIR concluded that the permanent loss of riparian habitat would be a less-than-significant impact. (Impact 4.3-7)

Tree Ordinance

City Code Chapter 12.56 includes provisions to protect City trees. All removal, trimming, pruning, cutting, or other maintenance activities on any City tree requires a permit from the Director of the Department of Public Works pursuant to City Code Section 12.56.050. A City tree is defined as any tree the trunk of which, when measured 4.5 feet above ground, is partially or completely located in a city park, on real property the city owns in fee, or in a public right-of-way, including any street, road, sidewalk, park strip, mow strip, or alley. A private protected tree is defined as a tree that is designated by City Council resolution to have special historical value, special environmental value, or significant community benefit, and is located on private property; any native valley oak (*Quercus lobata*), blue oak (*Quercus douglasii*), interior live oak (*Quercus wislizeni*), coast live oak (*Quercus agrifolia*), California buckeye (*Aesculus californica*), or California sycamore (*Platanus racemosa*) that has a diameter at standard height (DSH) of 24 inches or more, and is located on private property; a tree that has a DSH of 24 inches or more located on private property that: 1. is an undeveloped lot; or 2. does not include any single or duplex dwellings; or a tree that has a DSH of 32 inches or more located on private property that includes any single unit or duplex dwellings. The director may require, where appropriate, the replacement of city trees or private protected trees proposed for removal. In such case, the City is responsible for the full cost of tree removal and replacement.

ANSWERS TO CHECKLIST QUESTIONS

Question A

The proposed project would not create any hazards that would pose a threat to plant or animal species. The only hazardous materials that would be used in the proposed project are fuels and ground asphalt concrete during construction. Any surplus asphalt concrete grindings would be disposed of at an appropriate waste facility. The handling, storage, and use of fuel associated with project construction would be required to comply with federal, State, and local standards and regulations. Therefore, **no impact** related to hazardous materials exposure to plant and animal species would result from development of the proposed project.

Question B

There is no habitat for any special-status species on or adjacent to the project site. Therefore, the project would have **no impact** on any threatened or endangered species.

Question C

No trees are expected to be removed as part of the project's implementation. There are, however, a limited number of ornamental trees adjacent to the project site. These trees, as well as other ornamental and ruderal vegetation alongside the roadway could provide nesting habitat for migratory birds. Migratory birds are protected under the MBTA (16 U.S.C 703-711) and all raptors, including common species not considered special-status, are protected under California Fish and Game Code (Section 3503.5). Noise associated with construction activities involving heavy equipment operation that occurs during the breeding season (generally between February 1 and August 31) could disturb nesting activities if an active nest is located near these activities. Any disturbance that causes nest abandonment and subsequent loss of eggs or developing young at active nests located near the project site would violate California Fish and Game Code Sections 2800, 3503, and 3503.5; and the MBTA.

Implementation of **Mitigation Measure BIO–1** would ensure consistency with 2035 General Plan Policy ER 2.1.10 by requiring pre-construction nesting avian and raptor surveys prior to construction activities to reduce impacts to less-than-significant levels. Therefore, impacts associated with development of the project are considered **potentially significant**, but would be mitigated to a less-than-significant level with **Mitigation Measure BIO-1**.

The project would not result in direct impacts to waters of the U.S. and waters of the state since none occur within the project site. Construction of the proposed project may lead to a minor increase in impervious surfaces within the project site. The increase in impervious surfaces that may result from implementation of the proposed project may generate minimal additional stormwater flows that would be discharged to the Sacramento River. Construction of the proposed project may increase pollutant concentrations and sediment runoff. Extended periods of localized, high suspended sediment concentrations, and increased pollution concentrations could result in decreased water quality, including high suspended sediment concentrations and turbidity. These conditions could cause indirect impacts to waters of the U.S. and/or state, including the Sacramento River.

The Clean Water Act requires permits for construction activities and municipal stormwater discharges. The City of Sacramento has coverage under a MS4 General Permit. This permit requires that controls be implemented to reduce the discharge of pollutants in stormwater discharges to the maximum extent practicable, including management practices, control

techniques and system, design, and engineering methods, and other measures as appropriate. As part of permit compliance, the City has prepared a Stormwater Quality Improvement Plan (SQIP), which outlines the requirements for municipal operations, industrial and commercial businesses, illegal discharges, construction sites, planning and land development, public education and outreach, and watershed stewardship. These requirements include multiple measures to control pollutants in stormwater discharge. The proposed project would be required to follow the guidance contained in the SQIP. Compliance with these requirements would ensure that a significant impact would not occur, and no additional mitigation would be required.

MITIGATION MEASURES

Mitigation Measure BIO-1: Preconstruction Surveys. If construction (including equipment staging) will occur during the breeding season for migratory birds and raptors (between February 1 and August 31), the City shall retain a qualified biologist to conduct a preconstruction nesting bird and raptor survey before the onset of construction activities. The preconstruction nesting bird and raptor surveys shall be conducted within 30 days prior to commencement of construction activities between February 1 and August 31. Surveys for raptors nests should also extend 250 feet from the project site to ensure that nesting raptors are not indirectly affected by construction noise. If no active nests are detected during the survey, no additional mitigation is required and construction can proceed.

If migratory birds or raptors are found to be nesting in or adjacent to the project site, a no-disturbance buffer shall be established around raptor nests and a buffer around non-raptor nests to avoid disturbance of the nest area and to avoid take. The buffer shall be maintained around the nest area until the end of the breeding season or until a qualified biologist determines that the young have fledged and are foraging on their own. The extent of these buffers shall be determined by the biologist and shall depend on the species identified, level of noise or construction disturbance, line of sight between the nest and the disturbance, ambient levels of noise and other disturbances, and other topographical or artificial barriers.

FINDINGS

Potential impacts to nesting avian species were anticipated within the 2035 General Plan Master EIR. Pursuant to 2035 General Plan Policy ER 2.1.10, the City would be required to conduct preconstruction surveys if construction activities involving vegetation removal are proposed during the nesting season (February 1 to August 31 for migratory birds and birds of prey). **Mitigation Measure BIO–1** has been identified to implement General Plan Policy ER 2.1.10.

Indirect impacts to waters of the U.S. and waters of the state as a result of discharge of pollutants in stormwater discharges would be minimized through implementation of measures identified within the MS4 General Permit. Compliance with established requirements would ensure that no significant impact would occur. No additional mitigation would be required. No other significant environmental effects of the project relating to biological resources would occur.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
3. CULTURAL RESOURCES Would the project: A) Cause a substantial adverse change in the significance of a historical or archaeological resource as defined in § 15064.5?		X	
B) Directly or indirectly destroy a unique paleontological resource?		X	
C) Adversely affect tribal cultural resources?		X	

ENVIRONMENTAL SETTING

The primary sources referenced for this section are the City of Sacramento 2035 General Plan Update Master EIR and the archival research and Native American coordination conducted by ESA and the City in July 2018. ESA completed a confidential records search for the project site on July 25, 2018 at the North Central Information Center (NCIC) of the California Historical Resources Information System in Sacramento (NCIC No. SAC-18-124).

There are no previously identified prehistoric archaeological resources within or within a ½-mile radius of the project site. The nearest documented prehistoric archaeological resources are on the east shore of the former Sutterville Lake, two miles southwest of the project site (Heizer, 1934; Reeve 1957; Wilson 1956). On February 23, 2018, representatives from the City contacted the United Auburn Indian Community (UAIC) and Wilton Rancheria to provide information on the proposed project. The UAIC requested additional information on the project including a copy of the cultural resources analysis completed for the project.

There are no previously identified historic-era archaeological resources or historic-era architectural resources within the project site. The nearest documented historic-era archaeological resources are over two miles north of the project site and consist of historic-era deposits associated with artifact-filled privies on the interior of City blocks (Praetzellis 1992; SWCA 2007). The nearest documented historic-era architectural resource is the St. Rose Catholic Church, originally constructed in 1931 as the St. Patrick's Orphanage and School (Caesar 1985). The church and associated buildings are adjacent to the proposed project site.

The City of Sacramento and immediately surrounding area are not known to have abundant paleontological resources (City of Sacramento 2014). Geologic mapping indicates the underlying geology of the project site is the Pleistocene-era Riverbank Formation overlain by Kimball and San Joaquin-Urban Land Complex soils (NCRS 2018). The Riverbank Formation consists of terrestrial sediments that are 0.2–0.6 million years old (Weissman et al., 2002) and has a history of preserving significant fossils such as mammoth, camel, ground sloths, and birds (Dundas et al., 2009; Ngo et al. 2013). A search of the online database of the University of California Museum of Paleontology (UCMP) shows 120 fossil specimens recovered from 6 fossil localities in the Riverbank Formation in Sacramento County. These specimens include fish (3 specimens), amphibians (5 specimens), birds (3 specimens), reptiles (2 specimens), and mammals

(112 specimens) such as bison, camel, dire wolf, horse, mammoth, and ground sloth (UCMP 2017). Kimball and San Joaquin-Urban Land Complex soils are moderately well-drained alluvium derived from granite that are approximately 5 feet deep (NCRS 2018).

STANDARDS OF SIGNIFICANCE

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

- Cause a substantial change in the significance of a historical or archaeological resource as defined in CEQA Guidelines Section 15064.5; or
- Directly or indirectly destroy a unique paleontological resource; or
- Adversely affect tribal cultural resources.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

Chapter 4.4 of the 2035 General Plan Master EIR evaluated the potential effects of development on prehistoric and historic-era resources.

The 2035 General Plan policies identified as reducing effects on cultural resources consist of the identification of resources (Policy HCR 2.1.1), implementation of applicable laws and regulations (Policy HCR 2.1.2), early consultation with owners and land developers to minimize effects (Policy HCR 2.1.10), and encouragement of adaptive reuse of historic resources (Policy HCR 2.1.14). Demolition of historical resources is considered a last resort (Policy HCR 2.1.15).

The Master EIR concluded that implementation of the 2035 General Plan would have a significant and unavoidable effect on historic resources and archaeological resources (Impacts 4.4-1 and 4.4-2).

ANSWERS TO CHECKLIST QUESTIONS

Question A

There have been no prehistoric or historic-era archaeological resources or tribal cultural resources identified within the project site. However, tribal representatives have indicated that there is the potential for encountering tribal cultural resources, therefore impacts to cultural resources would be **potentially significant** Implementation of **Mitigation Measures CR-1a–1c** would reduce impacts to a less-than-significant level. **Mitigation Measure CR-1a** would require a cultural resources component be included in a Worker Environmental Awareness Program (WEAP). **Mitigation Measure CR-1b** would require that, if cultural resources or tribal cultural resources are identified during construction, there is consideration of avoidance or preservation in place and, if avoidance is not feasible, evaluation and treatment of significant cultural resources and tribal cultural resources. **Mitigation Measure CR-1c** would require the County coroner be notified in the event of a discovery of human remains during the project. Implementation of **Mitigation Measures CR-1a–1c** would reduce the impacts to a less-than-significant level.

Question B

The underlying Riverbank Formation has a strong history of preserving significant fossils in Sacramento County, and therefore has high paleontological sensitivity. However, no paleontological

localities or unique geological features have been identified within the project site. In addition, the project includes only minimal ground disturbance below surface soils that could unearth or otherwise inadvertently expose paleontological resources.

In the unlikely event that paleontological resources are uncovered during project implementation, impacts to such resources would be **potentially significant**. Implementation of **Mitigation Measure CR-2a** would require a WEAP to train project staff in paleontological laws and procedures to follow should fossils be encountered. **Mitigation Measure CR-2b** would require significant fossil discoveries to be salvaged and curated at a recognized institution. Implementation of **Mitigation Measures CR-2a–2b** would reduce the impacts to a less-than-significant level.

Question C

Based on the results of the consultation effort between the City and tribal representatives, there is the potential for tribal cultural resources to be impacted by the project. Impacts to tribal cultural resources would be **potentially significant** Implementation of **Mitigation Measures CR-1a–1c** would reduce impacts to a less-than-significant level.

MITIGATION MEASURES

Mitigation Measure CR-1a: Conduct Cultural Resources and Tribal Cultural Resources Sensitivity and Awareness Training Program Prior to Ground-Disturbing Activities

The City shall require the applicant/contractor to provide a cultural resources and tribal cultural resources sensitivity and awareness training program (Worker Environmental Awareness Program [WEAP]) for all personnel involved in project construction, including field consultants and construction workers. The WEAP will be developed in coordination with an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for Archeology, as well as culturally affiliated Native American tribes. The City may invite Native American representatives from interested culturally affiliated Native American tribes to participate. The WEAP shall be conducted before any project-related construction activities begin at the project site. The WEAP will include relevant information regarding sensitive cultural resources and tribal cultural resources, including applicable regulations, protocols for avoidance, and consequences of violating State laws and regulations.

The WEAP will also describe appropriate avoidance and impact minimization measures for cultural resources and tribal cultural resources that could be located at the project site and will outline what to do and who to contact if any potential cultural resources or tribal cultural resources are encountered. The WEAP will emphasize the requirement for confidentiality and culturally appropriate treatment of any discovery of significance to Native Americans and will discuss appropriate behaviors and responsive actions, consistent with Native American tribal values.

Mitigation Measure CR-1b: In the Event that Cultural Resources or Tribal Cultural Resources Are Discovered During Construction, Implement Avoidance and Minimization Measures to Avoid Significant Impacts and Procedures to Evaluate Resources.

If cultural resources or tribal cultural resources (such as structural features, unusual amounts of bone or shell, artifacts, or human remains) are encountered at the project site during construction, work shall be suspended within 100 feet of the find (based on the apparent distribution of cultural materials), and the construction contractor shall immediately notify the project's City representative. Avoidance and preservation in place is the preferred manner of mitigating impacts

to cultural resources and tribal cultural resources. This will be accomplished, if feasible, by several alternative means, including:

- Planning construction to avoid tribal cultural resources, archaeological sites and/or other cultural resources; incorporating cultural resources within parks, green-space or other open space; covering archaeological resources; deeding a cultural resource to a permanent conservation easement; or other preservation and protection methods agreeable to consulting parties and regulatory authorities with jurisdiction over the activity.

- Recommendations for avoidance of cultural resources and tribal cultural resources will be reviewed by the City representative, interested culturally affiliated Native American tribes and other appropriate agencies, in light of factors such as costs, logistics, feasibility, design, technology and social, cultural and environmental considerations, and the extent to which avoidance is consistent with project objectives. Avoidance and design alternatives may include realignment within the project site to avoid cultural resources or tribal cultural resources, modification of the design to eliminate or reduce impacts to cultural resources or tribal cultural resources or modification or realignment to avoid highly significant features within a cultural resource or tribal cultural resource.

- Native American representatives from interested culturally affiliated Native American tribes will be invited to review and comment on these analyses and shall have the opportunity to meet with the City representative and its representatives who have technical expertise to identify and recommend feasible avoidance and design alternatives, so that appropriate and feasible avoidance and design alternatives can be identified.

- If the discovered cultural resource or tribal cultural resource can be avoided, the construction contractor(s), will install protective fencing outside the site boundary, including a 100-foot buffer area, before construction restarts. The boundary of a cultural resource or a tribal cultural resource will be determined in consultation with interested culturally affiliated Native American tribes and tribes will be invited to monitor the installation of fencing. Use of temporary and permanent forms of protective fencing will be determined in consultation with Native American representatives from interested culturally affiliated Native American tribes.

- The construction contractor(s) will maintain the protective fencing throughout construction to avoid the site during all remaining phases of construction. The area will be demarcated as an “Environmentally Sensitive Area”.

If a cultural resource or a tribal cultural resource cannot be avoided, the following performance standard shall be met prior to continuance of construction and associated activities that may result in damage to or destruction of cultural resources or tribal cultural resources:

- Each resource will be evaluated for California Register of Historical Resources- (CRHR) eligibility through application of established eligibility criteria (California Code of Regulations 15064.636), in consultation with consulting Native American Tribes, as applicable.

If a cultural resource or a tribal cultural resource is determined to be eligible for listing in the CRHR, the City will avoid damaging effects to the resource in accordance with California PRC Section 21084.3, if feasible. The City shall coordinate the investigation of the find with a qualified archaeologist (meeting the Secretary of the Interior’s Professional Qualifications Standards for

Archeology) approved by the City and with interested culturally affiliated Native American tribes that respond to the City's invitation. As part of the site investigation and resource assessment, the City and the archaeologist shall consult with interested culturally affiliated Native American tribes to assess the significance of the find, make recommendations for further evaluation and treatment as necessary and provide proper management recommendations should potential impacts to the resources be determined by the City to be significant. A written report detailing the site assessment, coordination activities, and management recommendations shall be provided to the City representative by the qualified archaeologist. These recommendations will be documented in the project record. For any recommendations made by interested culturally affiliated Native American tribes that are not implemented, a justification for why the recommendation was not followed will be provided in the project record.

Native American representatives from interested culturally affiliated Native American Tribes and the City representative will also consult to develop measures for long-term management of any discovered tribal cultural resources. Consultation will be limited to actions consistent with the jurisdiction of the City and taking into account ownership of the subject property. To the extent that the City has jurisdiction, routine operation and maintenance within tribal cultural resources retaining tribal cultural integrity shall be consistent with the avoidance and minimization standards identified in this mitigation measure.

If the City determines that the project may cause a significant impact to a tribal cultural resource, and measures are not otherwise identified in the consultation process, the following are examples of mitigation capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to the resource. These measures may be considered to avoid or minimize significant adverse impacts and constitute the standard by which an impact conclusion of less-than significant may be reached:

- Avoid and preserve resources in place, including, but not limited to, planning construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.

- Treat the resource with culturally appropriate dignity taking into account the Tribal cultural values and meaning of the resource, including, but not limited to, the following:

- Protect the cultural character and integrity of the resource.

- Protect the traditional use of the resource.

- Protect the confidentiality of the resource.

- Establish permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or using the resources or places.

- Protect the resource.

Mitigation Measure CR-1c: Implement Procedures in the Event of the Inadvertent Discovery of Human Remains.

If an inadvertent discovery of human remains is made at any time during project-related construction activities or project planning, the City the following performance standards shall be met prior to implementing or continuing actions such as construction, which may result in damage to or destruction of human remains. In accordance with the California Health and Safety Code (HSC), if human remains are encountered during ground-disturbing activities, the City shall immediately halt potentially damaging excavation in the area of the remains and notify the Sacramento County Coroner and a professional archaeologist to determine the nature of the remains. The Coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or State lands (HSC Section 7050.5[b]).

If the human remains are of historic age and are determined to be not of Native American origin, the City will follow the provisions of the HSC Section 7000 (et seq.) regarding the disinterment and removal of non-Native American human remains.

If the Coroner determines that the remains are those of a Native American, he or she must contact the Native American Heritage Commission (NAHC) by phone within 24 hours of making that determination (HSC Section 7050[c]). After the Coroner's findings have been made, the archaeologist and the NAHC-designated Most Likely Descendant (MLD), in consultation with the landowner, shall determine the ultimate treatment and disposition of the remains. The responsibilities of the City for acting upon notification of a discovery of Native American human remains are identified in California PRC Section 5097.9 et seq.

Mitigation Measure CR-2a: Conduct Paleontological Resources Sensitivity and Awareness Training Prior to Ground-Disturbing Activities

The City shall require the applicant/contractor to provide a paleontological resources sensitivity and awareness training program (Worker Environmental Awareness Program [WEAP]) for all personnel involved in project construction, including field consultants and construction workers. The WEAP will be developed in coordination with a qualified paleontologist. The WEAP shall be conducted before any construction activities begins on the project site. The WEAP will include relevant information regarding sensitive paleontological resources, including applicable regulations, protocols for avoidance, and consequences of violating State laws and regulations.

The WEAP will also describe appropriate avoidance and minimization measures for resources that have the potential to be located on the project site and will outline what to do and who to contact if any potential paleontological resources are encountered.

Mitigation Measure CR-2b: Implement Procedures in the Event of the Inadvertent Discovery of Paleontological Resources. In the event of a fossil discovery, all work in the immediate vicinity of the find shall cease. A qualified paleontologist shall evaluate the find before restarting construction activity in the area. If it is determined that the fossil(s) is (are) scientifically significant, a qualified paleontologist shall complete the following conditions to mitigate impacts to significant fossil resources:

- Salvage of Fossils. A qualified paleontologist should recover significant fossils following standard field procedures for collecting paleontological resources, as described by the Society of Vertebrate Paleontology (2010). Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases,

larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case the paleontologist should have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner.

- Preparation and Curation of Recovered Fossils. Once salvaged, significant fossils should be identified to the lowest possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection (such as the University of California Museum of Paleontology), along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of a qualified paleontologist.

FINDINGS

All additional significant environmental effects of the project relating to cultural resources, including tribal cultural resources and paleontological resources, can be mitigated to a less-than-significant level.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
4. GEOLOGY AND SOILS Would the project allow a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards?			X

ENVIRONMENTAL SETTING

The 2035 General Plan Master EIR identifies the City of Sacramento as having no known active faults and Sacramento's potential for seismic groundshaking is one of the lowest in the State (City of Sacramento 2014). The greatest earthquake threat is from seismic shaking from earthquakes along Northern California's major faults, the San Andreas, Calaveras, and Hayward faults.

The project site is not within an area susceptible to liquefaction hazards (City of Sacramento 2014). However, because soil types can vary considerably and depth to groundwater is an important factor in liquefaction potential, site-specific geotechnical studies should be used to determine whether a specific location may be subject to liquefaction hazard. The project components are all surface features (e.g., sidewalls and paved areas) and would not be constructed at depths within groundwater.

The City of Sacramento has a relatively flat topography, resulting in a low potential for landslide, slope stability, and erosion hazards. Site-specific effects of erosion are generally limited to construction, when stormwater runoff can carry sediment into local waterways or fugitive dust emissions.

The area mapped within the project site by the Natural Resource Conservation Service consists largely of San Joaquin and Kimball-series soils (NRCS 2018). Kimball series soil consists of well drained soils formed in alluvium from mixed sources while San Joaquin series soil consists of moderately well drained soils formed in alluvium derived from dominantly granitic rock sources (NRCS 1993).

The 2035 General Plan Master EIR identified that expansive soils were not likely an issue within the project area.

Land subsidence has been identified as a potential hazard in the Policy Area, primarily related to groundwater withdrawal (City of Sacramento 2014).

STANDARDS OF SIGNIFICANCE

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

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

Chapter 4.5 of the Master EIR evaluated the potential effects related to seismic hazards, underlying soil characteristics, slope stability, erosion, existing mineral resources and paleontological resources in the City. Implementation of identified policies in the 2035 General Plan would reduce all effects to a less-than-significant level. Policy EC 1.1.1 requires regular review of the City's seismic and geologic safety standards, and Policy EC 1.1.2 requires geotechnical investigations for project sites to identify and respond to geologic hazards, when present.

ANSWERS TO CHECKLIST QUESTIONS

Question A

The proposed project is not located within an area that is expected to experience substantial seismic groundshaking because there are no major fault lines within the City of Sacramento. The proposed project does not include any homes or habitable structures that would be damaged during any seismic activity. The project components would not be constructed deep enough to interface with groundwater, would not add significant water to the environment, and would not change liquefaction conditions. The entire project area is flat and not subject to landslides or erosion. The soils within the project site are able to support construction and operation of the proposed project. Because the project would disturb more than one acre of ground, the project would be required to comply with the state Construction General Permit, which would require the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) that would control runon and runoff from the construction sites and prevent erosion. Therefore, impacts related to geologic and/or seismic hazards would be **less than significant**.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
5. HAZARDS Would the project: A) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities?		X	
B) Expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials?			X
C) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities?			X

ENVIRONMENTAL SETTING

In January 1996, the Cal-EPA adopted regulations implementing a "Unified Hazardous Waste and Hazardous Material Management Regulatory Program" (Unified Program). The six program elements of the Unified Program are: (1) hazardous waste generators and hazardous waste onsite treatment; (2) underground storage tanks; (3) above-ground storage tanks; (4) hazardous material release response plans and inventories; (5) risk management prevention program; and (6) Uniform Fire Code. The Certified Unified Program Agency (CUPA), which is responsible for consolidating the administration of the six program elements within its jurisdiction in the City of Sacramento, is the Sacramento County Environmental Management Division (SCEMD).

For sites requiring investigation and cleanup due to the release of hazardous materials, the Department of Toxic Substances Control (DTSC), the Regional Water Quality Control Board (RWQCB), or the local agency, which in this case would be Sacramento County Department of Environmental Health, are the regulatory agencies with the jurisdiction to enforce cleanup requirements. Once the site has been cleaned up to regulatory standards, the regulatory agency issues a no further action letter. Note that the cleanup is to regulatory standards; residual levels of chemicals below regulatory standards may remain. In addition, the cleanup is based on a limited number of sample locations; unsampled areas may have higher residual chemicals concentrations. The regulations driving investigation and cleanup are from the Porter-Cologne Water Quality Act, the Toxic Pits Cleanup Act, the Underground Tank Law, the Clean Water Act and other laws and regulations.

The proposed project would develop streetscape improvements along Franklin Boulevard. The project site is currently characterized by the roadway and the adjacent residential and commercial development. Several partial easements would be required for project development, but none of the easements would require displacement of commercial or residential structures, and would not involve demolition work.

An initial site assessment (ISA) was prepared along the project corridor to identify hazardous materials sites that may have affected soil in areas that the proposed project would encounter (City of Sacramento 2018c), and is attached to this Initial Study as Appendix D. The ISA reviewed

relevant federal, state, and local regulatory agency lists for sites at or near the project footprint. At least 19 service stations, 39 auto repair shops, 7 auto body paint shops, 2 printers, 3 refrigeration repair service shops, and 3 dry cleaners/dyers were observed or have records of existence along both sides of Franklin Boulevard. Many of the properties have no records regarding the status of the underground storage tanks (USTs) or historical spills. In some cases, the activities at a site predate the establishment of regulatory oversight in the 1970s. This condition results in uncertainty as to whether excavation contractors will encounter contaminated soil. In addition, a recorded waste oil spill at 23rd Avenue and Franklin Boulevard has no recorded details on the extent of the spill or cleanup, if any. Given the long history of commercial and industrial use along most of Franklin Boulevard, especially the service stations and auto repair shops, excavation contractors should be prepared to encounter soil contaminated with fuel and/or oil, and possibly other chemicals, almost anywhere along the project footprint. This condition is considered a recognized environmental condition.

The Cronin Property has regulatory records of the removal of USTs and contaminated soil. Residual levels of fuel or motor oil may be present in soil at concentrations below regulatory cleanup standards. This condition is considered a historical recognized environmental condition.

No other evidence of materials or equipment suggesting spoils of hazardous materials or waste, discolored soil or water due to chemical spills, stressed vegetation due to chemical spills, pits, ponds, or lagoons were observed within or adjacent to the proposed project footprint during the site reconnaissance.

STANDARDS OF SIGNIFICANCE

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

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

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR evaluated effects of development on hazardous materials, emergency response and aircraft crash hazards (see Chapter 4.6). Implementation of the 2035 General Plan may result in the exposure of people to hazards and hazardous materials during construction activities, and exposure of people to hazards and hazardous materials during the life of the 2035 General Plan. Impacts identified related to construction activities and operations were found to be less than significant. Policies included in the 2035 General Plan, including PHS 3.1.1 (investigation of sites for contamination) and PHS 3.1.2 (preparation of hazardous materials actions plans when appropriate) were effective in reducing the identified impacts.

ANSWERS TO CHECKLIST QUESTIONS

Question A

Development of the proposed project would construct sidewalks, crosswalks, pavement treatments and bicycle improvements on Franklin Boulevard. As discussed in the Setting, excavation contractors should be prepared to encounter soil contaminated with fuel and/or oil, and possibly other chemicals, almost anywhere along the project footprint. Grading and excavation activities along the project corridor may have the potential to expose construction personnel to hazardous materials. To address the potential to encounter contaminated soil, the City shall require the construction contractor to prepare and implement **Mitigation Measures HAZ-1** and **HAZ-2**, described below. Implementation of **Mitigation Measures HAZ-1** and **HAZ-2** would reduce impacts to a less-than-significant level.

Question B

The proposed project would involve streetscape improvements to Franklin Boulevard and would not involve the removal or demolition of any existing structures that may contain asbestos or other hazardous building materials. Therefore, there would be **no impact** from development of the proposed project.

Question C

The proposed project would involve streetscape improvements to Franklin Boulevard. Most improvements would involve excavation to only about 12 inches in depth. No construction activities would reach the groundwater. Therefore, there would be **no impact** from development of the proposed project relative to groundwater.

MITIGATION MEASURES

Mitigation Measure HAZ-1: Health and Safety Plan

The construction contractor(s) shall prepare and implement site-specific Health and Safety Plans (HASP) in accordance with 29 CFR 1910.120 to protect construction workers and the public during all excavation and grading activities. This HASP shall be submitted to the City for review prior to commencement of demolition and construction activities and as a condition of the grading, construction, and/or demolition permit(s). The HASP shall include, but is not limited to, the following elements:

- Designation of a trained, experienced site safety and health supervisor who has the responsibility and authority to develop and implement the site HASP;
- A summary of all potential risks to demolition and construction workers and maximum exposure limits for all known and reasonably foreseeable site chemicals;
- Specified personal protective equipment and decontamination procedures, if needed;
- Emergency procedures, including route to the nearest hospital; and
- Procedures to be followed in the event that evidence of potential soil contamination (such as soil staining, noxious odors, debris or buried storage containers) is encountered. These procedures shall be in accordance with hazardous waste operations regulations and

specifically include, but are not limited to, the following: immediately stopping work in the vicinity of the unknown hazardous materials release, notifying the City, and retaining a qualified environmental firm to perform sampling and remediation.

Mitigation Measure HAZ-2: Soil Management Plan

In support of the HASP described above in Mitigation Measure HAZ-1, the contractor shall develop and implement a Soil Management Plan (SMP) specifying the procedures the construction contractor(s) will implement to monitor soil for contaminants, and if regulatory standards are exceeded, remove, handle, transport, and dispose of all excavated materials in a safe, appropriate, and lawful manner. This SMP shall be submitted to the City for review prior to commencement of demolition and construction activities and as a condition of the grading, construction, and/or demolition permit(s). The SMP must identify protocols for soil testing and disposal, identify the approved disposal site, and include written documentation that the disposal site can accept the waste. Contract specifications shall mandate full compliance with all applicable local, state, and federal regulations related to the identification, transportation, and disposal of hazardous materials, including those encountered in excavated soil.

FINDINGS

All additional project-specific environmental effects relating to Hazards can be mitigated to a **less-than-significant** level.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
6. HYDROLOGY AND WATER QUALITY Would the project: A) Substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by construction and/or development of the project?			X
B) Substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood?			X

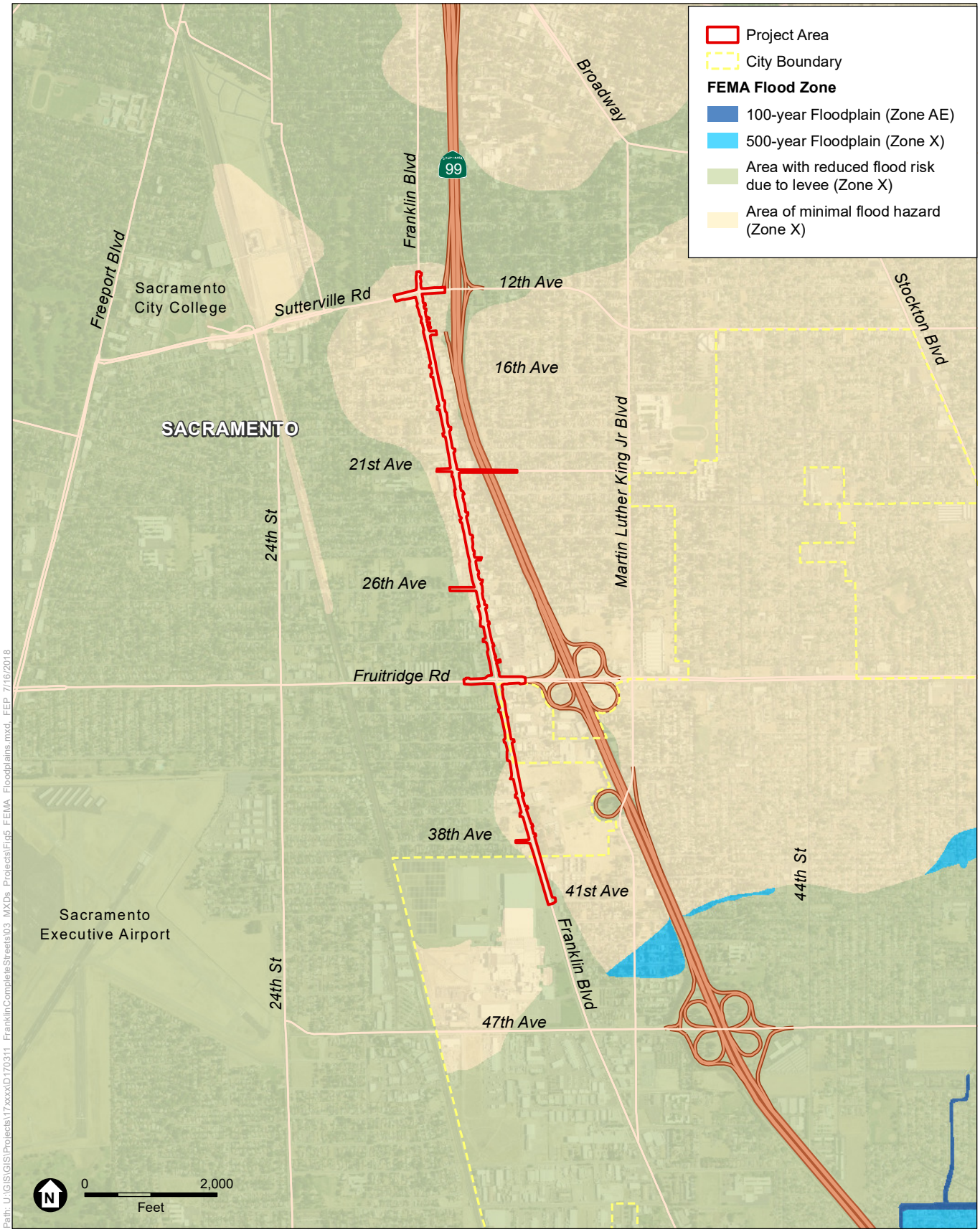
ENVIRONMENTAL SETTING

The City of Sacramento is located at the confluence of the American and Sacramento Rivers with an extensive system of dams, levees, and flood control bypass channels to protect the City from flooding. The Sacramento River is located approximately 3 miles to the west of the project.

The project site is currently paved and occupied by an existing roadway, sidewalk, and parking areas. There are few trees within the project footprint, but those areas are street trees within defined tree wells or trees along the periphery of the project site. The project site is an existing roadway in an urban area of Sacramento. Currently the project site is almost entirely comprised of impervious surfaces and as a result, stormwater drains to the adjacent storm drain system.

The Federal Emergency Management Agency (FEMA) publishes Flood Insurance Rate Maps (FIRM) that delineate flood hazard zones for communities. The project site is located within an area designated as shaded Zone X (**Figure 5**). This zone is applied to areas of 0.2 percent annual chance flood, areas of 1 percent annual chance flood with average depths of less than one foot, or with drainage areas less than one square mile, and areas protected by levees from 1 percent annual chance flood. The project site is in an area protected from the one percent annual chance (100-year) flood by levee, dike, or other structures subject to possible failure or overtopping during larger storms. FEMA does not have building regulations for development in areas designated Zone X and would not require mandatory flood insurance for structures in Zone X.

The public wastewater collection system within the City includes a combined sewer system (CSS) in the older Central City area where a small portion of the project site is located, and a newer separated sewer system (sanitary sewer) in the remaining areas of the City where most of the project is located. The CSS serves residences and businesses generally within the Downtown, East Sacramento, and Land Park communities, which contribute both sanitary sewage and storm drainage flows (combined sewer) to the CSS. Water collected by the CSS is transported to the Sacramento Regional County Sanitation District's (SRCSD) Sacramento Regional Wastewater Treatment Plant (SRWTP) where it is treated and discharged into the Sacramento River. Sacramento County and several cities including the City of Sacramento, have a joint NPDES Permit (No. CAS082597) that was reissued April 17, 2015.



SOURCE: USDA, 2016; Bennett Engineering, 2017; FEMA, 2018; ESA, 2018

Franklin Boulevard Complete Streets Project

Figure 5
FEMA Floodplains

ESA

The permittees listed under the joint permit have the authority to develop, administer, implement, and enforce stormwater management programs within their own jurisdiction. The permit is intended to implement the Basin Plan through the effective implementation of BMPs to reduce pollutants in stormwater discharges to the maximum extent practicable (City of Sacramento 2015b).

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts to hydrology and water quality may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of 2035 General Plan policies or mitigation from the Master EIR:

- substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by construction and/or development of the Specific Plan or

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

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

Chapter 4.7 of the Master EIR evaluates the potential effects of the 2035 General Plan as they relate to surface water, groundwater, flooding, stormwater and water quality. Potential effects include water quality degradation due to construction activities (Impacts 4.7-1, 4.7-2), and exposure of people to flood risks (Impacts 4.7-3). Policies included in the 2035 General Plan, including a directive for regional cooperation (Policies ER 1.1.2, EC 2.1.1), comprehensive flood management (Policy EC 2.1.23), and construction of adequate drainage facilities with new development (Policy ER 1.1.1 to ER 1.1.10) were identified that the Master EIR concluded would reduce all impacts to a less-than-significant level.

ANSWERS TO CHECKLIST QUESTIONS

Question A

Stormwater runoff from the project site flows to the City's stormwater drainage system. Construction activities associated with the proposed project would create the potential to degrade water quality from increased sedimentation and increased discharge (increased flow and volume of runoff) associated with stormwater runoff. Disturbance of site soils would increase the potential for erosion from stormwater. The State Water Resources Control Board (SWRCB) adopted a statewide general NPDES permit for stormwater discharges associated with construction activity. Dischargers whose projects disturb one or more acres of soil are required to obtain coverage under the General Permit for Discharges of Stormwater Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation.

The City's Stormwater Quality Improvement Plan (SQIP) contains a Construction Element that provides guidance in the implementation of the NPDES Permit for Stormwater Discharges Associated with Construction Activity (Sacramento Stormwater Quality Partnership 2009). This General Construction Permit requires the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP should contain a site map(s) which shows the construction site perimeter, roadways, stormwater collection and discharge points, general

topography both before and after construction, and drainage patterns across the project. The SWPPP must list BMPs the discharger will use to protect stormwater runoff and the placement of those BMPs. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for “non-visible” pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. Section A of the Construction General Permit describes the elements that must be contained in a SWPPP.

Compliance with City requirements to protect stormwater inlets would require the developer to implement BMPs such as the use of straw bales, sandbags, gravel traps, and filters; erosion control measures such as vegetation and physical stabilization; and sediment control measure such as fences, dams, barriers, berms, traps, and basins. City staff also inspect and enforce erosion, sediment and pollution control requirements in accordance with City codes (Grading, Erosion and Sediment Control ordinance).

Conformance with City regulations and permit requirements along with implementation of BMPs, construction activities under the proposed project would result in a **less-than-significant** impact related to stormwater absorption rates, discharges, flows, and water quality.

Question B

As shown in **Figure 5**, the project is not located within a FEMA-designated 100-year flood hazard area. The proposed project does not include the construction of buildings, including residential development, so it would not place housing in a special flood hazard area. Therefore, the project would have **no impact**.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
7. NOISE Would the project: A) Result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases?			X
B) Result in residential interior noise levels of 45 dBA L_{dn} or greater caused by noise level increases due to the project?			X
C) Result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance?			X
D) Permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction?			X
E) Permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations?			X
F) Permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic?			X

ENVIRONMENTAL SETTING

The following discussions present basic information related to noise and vibration, as well as the existing noise environment at the proposed project site.

Noise

Sound is mechanical energy transmitted by pressure waves through the air. Noise can be defined as unwanted sound. Sound is characterized by various parameters that include the rate of oscillation of sound waves (frequency), the speed of propagation, and the pressure level or energy content (amplitude). In particular, the sound pressure level has become the most common descriptor used to characterize the loudness of an ambient sound level. The decibel (dB) scale is used to quantify sound intensity. Since the human ear is not equally sensitive to all frequencies within the entire spectrum, noise measurements are weighted more heavily within those frequencies of maximum human sensitivity in a process called "A-weighting," referred to as dBA. In general, a difference of more than 3 dB is a perceptible change in environmental noise, while a 5 dB difference typically causes a change in community reaction. An increase of 10 dB is perceived by people as a doubling of loudness (Caltrans, 2013).

Cumulative noise levels from two or more sources will combine logarithmically, rather than linearly. For example, if two identical noise sources produce a noise level of 50 dBA each, the combined noise level would be 53 dBA, not 100 dBA.

Time variation in noise exposure is typically expressed in terms of the average energy over time (L_{eq}), or alternatively, as a statistical description of the sound level that is exceeded over some fraction of a given period of time. For example, the L_{50} noise level represents the noise level that is exceeded 50 percent of the time – half the time the noise level exceeds this level and half the time the noise level is less than this level. This level is also representative of the level that is exceeded 30 minutes in an hour. Similarly, the L_8 and L_{25} represent the noise levels that are exceeded eight and 25 percent of the time, respectively, or for five and 15 minutes during a 1-hour period, respectively.

Several methods have been devised to relate noise exposure over time to human response. The Day-Night Noise Level (L_{dn}) is a 24-hour L_{eq} that adds a 10 dB penalty to sounds occurring between 10:00 PM to 7:00 AM to account for the increased sensitivity to noise events that occur during the quiet late evening and nighttime periods.

Vibration

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings. Typically, groundborne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Man-made vibration issues are therefore usually confined to short distances (i.e., 500 feet or less) from the source. Sensitive receptors for vibration include structures (especially older masonry structures), people (especially residents, the elderly and sick), and vibration sensitive equipment. Fragile buildings can be exposed to ground-borne vibration levels of 0.5 PPV without experiencing structural damage. The FTA measure of the threshold of architectural damage for conventional sensitive structures is 0.2 in/sec PPV. The human annoyance response level is 80 RMS.

Existing Sensitive Land Uses

Some land uses are considered more sensitive to ambient noise levels than others, due to the amount of noise exposure (in terms of both exposure duration and insulation from noise) and the populations that would be exposed, and the types of activities typically involved. Residences, motels and hotels, schools, libraries, churches, hospitals, and nursing homes are land uses with users that are generally more sensitive to noise than are the users of commercial (other than lodging facilities), industrial, and other non-residential land uses. The proposed project would not include the development of any new sensitive land uses to the project area. Sensitive land uses near the project area consist of single family residences located within approximately 50 feet of the project site.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts due to noise may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of 2035 General Plan policies or mitigation from the 2035 General Plan Master EIR:

- result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases;
- result in residential interior noise levels of 45 dBA Ldn or greater caused by noise level increases due to the project;
- result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance;
- permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction;
- permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations; or
- permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR evaluated the potential for development under the 2035 General Plan to increase noise levels in the community. New noise sources include vehicular traffic, aircraft, railways, light rail and stationary sources. The general plan policies establish exterior (General Plan Policies EC 3.1.1 and 3.1.2) and interior (General Plan Policies EC 3.1.3 and 3.1.4) noise standards. A variety of policies provide standards for the types of development envisioned in the 2035 General Plan. Notwithstanding application of the 2035 General Plan policies, noise impacts for exterior noise levels (Impact 4.8-1), interior noise levels (Impact 4.8-2), and vibration impacts (Impact 4.8-4) were found to be significant and unavoidable. Construction noise impacts would be reduced to less than significant levels with implementation of the City's noise ordinance, and Policy EC 3.1.10, which requires development projects to assess and minimize the potential construction noise impacts on nearby sensitive uses (Impacts 4.8-3). Exposure to vibration from transportation facilities would be less than significant with Policy 3.1.6 and Policy 3.1.7, which requires that the effects of vibration of these facilities be evaluated and mitigated as needed.

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

The proposed project does not include the development of residential or commercial uses that would increase vehicular trips within the project area, nor does it include the construction of any new noise-generating uses. The proposed project would reduce the existing five-lane road to a three-lane road and reconfigure the right-of-way to accommodate multimodal accessibility, which would generally be expected to have a calming effect on traffic movement, and thus reduce traffic-related noise. As such, the project would result in a noticeable increase in traffic noise. Therefore, **less-than-significant** impacts to long-term interior and exterior noise levels would result during the operation of the proposed project.

Question C

The City of Sacramento's Municipal Code Chapter 8.68.080 (Exemptions) exempts construction noise from its noise standards provided that they occur between the hours of 7:00 am and 6:00 pm Monday through Saturday and between the hours of 9:00 am and 6:00 pm on Sunday. Since all project-related construction activities would only occur within the hours specified in the City of Sacramento Municipal Code, the proposed project would not result in a violation of the City's construction noise standards, resulting in a **less-than-significant** impact.

Questions D and E

Since the operation of the proposed project would not include any activities that generate significant levels of vibration, it is not anticipated that the operation of the proposed project would expose the nearest sensitive receptor or structure to vibration levels that would result in annoyance. Therefore, only vibration impacts from onsite construction activities are evaluated.

Construction activities would be confined to the existing roadway and sidewalk areas. Construction activities may generate perceptible vibration when heavy equipment or impact tools such as jackhammers, pavers and rollers are used. The potential use of a vibratory roller during construction of the proposed improvements would be expected to generate the highest vibration levels during construction. According the Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment*, a vibratory roller typically generates a vibration level of 0.21 PPV from a distance of 25 feet (FTA, 2006).

As previously discussed, the nearest sensitive land use is located within approximately 50 feet of where project construction would occur. Using a vibration attenuation equations found in the FTA's *Transit Noise and Vibration Impact Assessment,* the nearest sensitive land use to project site would be exposed to a vibration level of 0.07 inch/sec PPV, which is well below the City of Sacramento 0.5 inch/second PPV significance threshold (FTA, 2006). Consequently, construction-related vibration levels at the nearest sensitive land use would be below the City of Sacramento 0.5 in/sec PPV threshold and would be a **less-than-significant** impact.

Question F

There are no previously identified prehistoric archaeological resources within or within a ½-mile radius of the project site, nor are there any previously identified historic-era archaeological resources or historic-era architectural resources within the project site. The nearest documented historic-era architectural resource is the St. Rose Catholic Church, originally constructed in 1931 as the St. Patrick's Orphanage and School (Caesar, 1985). The church and associated buildings are adjacent to the proposed project site. Since construction activities adjacent to the area would consist of reducing the existing five-lane road to a three-lane road, with minimal ground disturbance to occur in reconfiguring the right-of-way to accommodate multimodal accessibility, it is expected that use of equipment known to generate high vibration levels would not be required in close enough proximity to the historic-era church to result in damage. Consequently, construction of the proposed project would not expose nearby historic buildings or archaeological sites to vibration-peak-particle velocities greater than 0.2 inches per second and would have a **less-than-significant** impact.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The proposed project would have no additional significant environmental effects relating to noise and vibration.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
8. PUBLIC SERVICES Would the project result in the need for new or altered services related to fire protection, police protection, school facilities, or other governmental services beyond what was anticipated in the 2035 General Plan?			X

ENVIRONMENTAL SETTING

The project site is located south of Sacramento's Land Park Community Plan Area. Franklin Boulevard generally lies parallel to and west of SR-99, and is an arterial roadway running in a north-south direction. The proposed project would run for approximately 1.6 miles along Franklin Boulevard, from Sutterville Road to 41st Avenue.

The Sacramento Fire Department (SFD) provides fire protection services to the entire City and some small areas just outside the City boundaries within the County limits. SFD provides fire protection and emergency medical services to the project area. First-response service is provided by Station 12, located at 4500 24th Street, immediately west of the project site at Fruitridge Road and by Station 6 at 3301 Martin Luther King Jr. Boulevard, approximately one mile southwest of the project northern terminus at Sutterville Road. Service is also provided by Station 56, located at 3720 47th Avenue approximately 0.6 miles south of the southern project terminus at 41st Avenue.

The Sacramento City Police Department (SPD) provides police protection services to the project area. The project area is serviced by South Command's Southwestern District 4, which is located at the Joseph E. Rooney Police Facility, 3720 47th Avenue which is 0.6-mile south of the project's southern terminus at 41st Avenue. In addition to the SPD, the Sacramento County Sheriff's Department, California Highway Patrol (CHP), UC Davis Police Department, and the Regional Transit Police Department aid the SPD to provide protection for the City.

The City of Sacramento Unified School District provides school services to 42,000 students within the City. The District serves 55 elementary schools, 5 K-8 schools, 8 middle schools, 8 high schools, 4 adult schools and 15 children centers, plus 7 administrative sites. Elementary, middle, and high school students are assigned to a designated neighborhood school based on where the student lives, as long as the school offers the services the student needs. Each neighborhood school has a defined geographic boundary and is intended to serve the students who live within that geographic boundary. Ethel Phillips Elementary School, Rosa Parks Middle School, California Middle School, and C.K. McClatchy High School are the assigned schools for the proposed project site (Sacramento City Unified School District, 2018).

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection, school facilities, or other governmental services beyond what was anticipated in the 2035 General Plan.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR evaluated the potential effects of the 2035 General Plan on various public services. These include police, fire protection, schools, libraries and emergency services (Chapter 4.10).

The 2035 General Plan provides that adequate staffing levels for police and fire are important for the long-term health, safety and well-being of the community (Goal PHS 1.1, PHS 2.1). The Master EIR concluded that effects of development that could occur under the 2035 General Plan would be less than significant.

2035 General Plan policies that call for the City to consider impacts of new development on schools (see, for example, Policy ERC 1.1.2 setting forth locational criteria, and Policy ERC 1.1.4 that encourages joint-use development of facilities) reduce impacts on schools to a less-than-significant level. (Impacts 4.10-3, 4) Impacts on library facilities were considered less than significant (Impact 4.10-5).

ANSWERS TO CHECKLIST QUESTIONS

Question A

Fire Protection

The proposed project would redevelop an existing roadway. Development of the proposed project would not result in increased population and residential or commercial structures. Therefore, there would not be a need for additional fire protection facilities. During construction, there may be temporary delays due to closed lanes and construction vehicles, but detours are not anticipated. The impact on fire protection services would be **less than significant**.

Police Protection

Similar to the SFD, the project would not result in increased population needing additional police and protection facilities. During construction, there may be temporary delays due to closed lanes and construction vehicles, but detours are not anticipated. The impact on police protection services would be **less than significant**.

School Facilities

Development of the proposed project would not result in increased population and a subsequent need for additional school facilities. There would be **no impact**.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
9. RECREATION Would the project: A) Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities?			X
B) Create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2035 General Plan?			X

ENVIRONMENTAL SETTING

The City of Sacramento Parks and Recreation (Parks) Department maintains parks and recreational facilities within the City of Sacramento. The Parks Department classifies parks according to three distinct types: 1) neighborhood parks; 2) community parks; and, 3) regional parks. Neighborhood parks are typically less than ten acres in size and are intended to be used primarily by residents within a half-mile radius. Neighborhood parks contribute to a sense of community by providing gathering places for recreation, entertainment, sports, or quiet relaxation. Community Parks are generally 10 to 60 acres and serve an area within approximately two to three miles, encompassing several neighborhoods and meeting the requirements of a large portion of the City. Regional parks are larger in size and serve the entire City, as well as population from around the region. Regional parks are developed with a wide range of improvements not usually found in local neighborhood and community parks. The City of Sacramento currently has a park inventory of 226 facilities with a total area of 3,200 acres (City of Sacramento Department of Parks and Recreation, 2018).

The nearest park to the project area is Curtis Park, which is located approximately 0.2 miles west of the project on Sutterville Road between West Curtis Drive and East Curtis Drive. Phillips School Park is located approximately 0.1 miles west of the project at the corner of 21st Avenue and Franklin Boulevard and is gated for use by Ethel Phillips Elementary School. Maple School Park is located approximately 0.20 miles west of the project on 36th Avenue at Franklin Boulevard, and is also gated, for use by.

STANDARDS OF SIGNIFICANCE

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

- cause or accelerate substantial physical deterioration of existing area parks or recreational facilities; or
- create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2035 General Plan.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

Chapter 4.9 of the Master EIR considered the effects of the 2035 General Plan on the City's existing parkland, urban forest, recreational facilities and recreational services. The 2035 General Plan identified a goal of providing an integrated park and recreation system in the City (Goal ERC 2.1). New residential development will be required to dedicate land, pay in-lieu fees or otherwise contribute a fair share to the acquisition and development of parks and recreation facilities (Policy ERC 2.2.5). Impacts were considered less than significant after application of the applicable policies. (Impacts 4.9-1 and 4.9-2)

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

Project operation would improve bicycle and pedestrian access to the area. Development of the proposed project would not include any residential development or employment-generating land uses. Therefore, the project would not result in an increase in population and the associated need for additional recreational facilities. Therefore, there would be **no impact** to recreation associated with the project.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
10. TRANSPORTATION AND CIRCULATION Would the project: A) Roadway segments: degrade peak period Level of Service (LOS) from A, B, C, D or E (without the project) to F (with project), or the LOS (without project) is F, and project-generated traffic increases the Volume to Capacity Ratio (V/C ratio) by 0.02 or more?			X
B) Intersections: degrade peak period level of service from A, B, C, D, or E (without project) to F (with project), or the LOS (without project) is F, and project-generated traffic increases the peak period average vehicle delay by five seconds or more?			X
C) Freeway facilities: off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway; project traffic increases that cause any ramp's merge/diverge level of service to be worse than the freeway's level of service; project traffic increases that cause the freeway level of service to deteriorate beyond level of service threshold defined in the Caltrans Route Concept Report for the facility; or the expected ramp queue is greater than the storage capacity?			X
D) Transit: adversely affect public transit operations or fail to adequately provide for access to public transit?			X
E) Bicycle facilities: adversely affect bicycle travel, bicycle paths or fail to adequately provide for access by bicycle?			X
F) Pedestrian: adversely affect pedestrian travel, pedestrian paths or fail to adequately provide for access by pedestrians?			X

ENVIRONMENTAL SETTING

The roadway network within the City of Sacramento consists of federal interstates, a United States highway, California State highways, and City streets. Approximately 86 percent of City residents travel by automobile. Public transit only serves four percent of residents traveling to work and three percent of residents walk to work (City of Sacramento, 2014).

The *Sacramento County Bikeway Master Plan* (SCBMP) was adopted in April 2011 to guide and influence bikeway policies, programs, and development in Sacramento County. The SCBMP was first adopted in 1993 and is now a joint document with the City of Sacramento and Sacramento County. There are a total of 203.9 miles of existing bikeways in Sacramento County, and the

SCBMP recommends developing a more continuous bicycle network (Fehr & Peers, Inc. *et al.* 2011).

The *Sacramento Area Council of Governments* (SACOG) *Regional Bicycle, Pedestrian, and Trails Master Plan* (SACOG Master Plan) was updated in 2015 and outlines a complete transportation system for healthy living and active communities with bicycle and pedestrian project plans (SACOG 2015). In 2006 the City adopted a *Pedestrian Master Plan*, as pedestrian travel is of high importance to the City, and new sidewalks, pedestrian facilities, and crosswalks are continuously being implemented in the City (City of Sacramento, 2014). In August 2016, the City adopted the *Bicycle Master Plan* (City of Sacramento, 2016) with the goals of increasing ridership, safety, connectivity, and equity throughout the City.

Franklin Boulevard generally lies parallel to and west of SR-99, and is an arterial roadway running in a north-south direction. The proposed project would run for approximately 1.6 miles along Franklin Boulevard, from Sutterville Road to 41st Avenue. The portion of Franklin Boulevard within the proposed project area is the transportation artery for access to the Curtis Park, North City Farms, and South City Farms neighborhoods adjacent to the project corridor. Franklin Boulevard within the project corridor is currently a two-way road with four to five lanes from the Sutterville Road intersection to 41st Avenue. Franklin Boulevard is a two-way four to five-lane road with a center two-way left turn lane, raised curbs, and sidewalks.

General Plan Policy M 1.2.2 establishes a flexible Level of Service (LOS) standard that is specific to the context and unique characteristics of the neighborhood and community. For the Land Park Community Plan Area as well as the South Area Community Plan, which includes much of the project site, this policy establishes that LOS D is applied as the citywide standard outside of the Central City or Priority Investment Areas (City of Sacramento, 2014). **Table 4** identifies existing peak hour intersection levels of service (LOS) in the project area. All intersections currently meet the City's peak hour LOS standard of LOS D or better.

TABLE 4
EXISTING INTERSECTION LEVELS OF SERVICE

Intersection	Existing Conditions				
	Intersection Control	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
Franklin Blvd/Sutterville Road-12th Avenue	Signal	41.7	D	39.6	D
SR-99 SB Ramps/12th Avenue	Signal	28.0	C	28.6	C
SR-99 NB Ramps/12th Avenue	Signal	35.5	D	36.2	D
Franklin Blvd/15th Avenue Alley-14th Avenue	Side-street Stop	5.1	A	2.8	A
Franklin Blvd/21st Avenue	Signal	22.6	C	14.7	B
Franklin Blvd/26th Avenue	Signal	12.8	B	10.5	B
Franklin Blvd/Fruitridge Rd	Signal	35.7	D	44.1	D
Franklin Blvd/38th Avenue	Signal	4.8	A	6.0	A

NOTES:
Cells with **bold** text represent intersection conditions that do not meet the City's LOS policies.
LOS = Level of Service
Delay = Stopped control in seconds per vehicle

SOURCE: Fehr & Peers, 2018.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts resulting from changes in transportation or circulation may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of 2035 General Plan policies or mitigation from the 2035 General Plan Master EIR:

Roadway Segments

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

B) the LOS (without project) is D, and project generated traffic increases the Volume to Capacity Ratio (V/C ratio) by 0.02 or more.

Intersections

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

Freeway Facilities

- off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway;
- project traffic increases that cause any ramp's merge/diverge level of service to be worse than the freeway's level of service;
- project traffic increases that cause the freeway level of service to deteriorate beyond level of service threshold defined in the Caltrans Route Concept Report for the facility; or
- the expected ramp queue is greater than the storage capacity.

Transit

- adversely affect public transit operations; or
- fail to adequately provide for access to public transit.

Bicycle Facilities

- adversely affect bicycle travel, bicycle paths; or
- fail to adequately provide for access by bicycle.

Pedestrian Circulation

- adversely affect pedestrian travel, pedestrian paths; or
- fail to adequately provide for access by pedestrians.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

Transportation and circulation were discussed in the Master EIR in Chapter 4.12. Various modes of travel were included in the analysis, including vehicular, transit, bicycle, pedestrian and aviation components. The analysis included consideration of roadway capacity and identification of levels of service, and effects of the 2035 General Plan on the public transportation system. Provisions of the 2035 General Plan that provide substantial guidance include Mobility Goal 1.1, calling for a transportation system that is effectively planned, managed, operated and maintained, promotion of multimodal choices (Policy M 1.2.1), identification of level of service standards (Policy M 1.2.2), support for state highway expansion and management consistent with the Sacramento Area Council of Governments Metropolitan Transportation Plan/Sustainable Communities Strategy (SACOG MTP/SCS) (Policy M 1.5.6) and development that encourages walking and biking (Policy LU 4.2.1).

While the 2035 General Plan includes numerous policies that direct the development of the City's transportation system, the Master EIR concluded that the 2035 General Plan development would result in significant and unavoidable effects. See Impacts 4.12-3 (roadway segments in adjacent communities, and Impact 4.12-4 (freeway segments). According to Policy M 1.2.2, the intersections studied for the Franklin Boulevard Complete Street project all fall within the LOS D policy area, which is the standard for all areas citywide that are outside of the Central City or Priority Investment Areas. This policy establishes the LOS D standard citywide, and makes the standard more lenient, i.e., allowing LOS E or F within the Core Area (Central City Community Plan Area), Priority Investment Areas, light rail station areas, and other specifically identified roadways for which facility expansion to reduce congestion would cause unacceptable impacts (e.g., considerable right-of-way acquisition, land use displacement, etc.).

ANSWERS TO CHECKLIST QUESTIONS

Question A

A Caltrans Traffic Impact Analysis Memorandum was prepared for the project, and is attached to this Initial Study as Appendix E (Fehr & Peers, 2018). The proposed project would include conversion of the five-lane Franklin Boulevard to a three-lane road to create a ROW to accommodate a multi-modal corridor configuration to serve the accessibility needs of the community. As part of the proposed project, improvements would include: road rehabilitation with an approximate depth of 12 inches, curb and gutter replacement, a reduction from four through traffic lanes with a two-way left turn lane to two through traffic lanes with a two-way left turn lane, utility relocations, the addition of Class IV bikeways and sidewalk, ADA compliant curb ramps, stormwater planters, drainage improvements, and the addition of landscaped buffers (including tree planting) for the Class IV bikeways along Franklin Boulevard within the project limits. In addition, the project would replace existing street lights and also install new street and pedestrian lights and modify existing traffic signals. Project development would not contribute to an increase the traffic above existing conditions on Franklin Avenue. During project construction, traffic would be accommodated pursuant to a Traffic Control Plan to be prepared by the contractor, and it is not anticipated that a detour would be needed. As described below [(b) Intersections], even with two fewer lanes, operations under Existing Plus project conditions would be acceptable (LOS D or better) at all intersections. For that reason, development of the proposed project would result in a **less-than-significant** impact.

Question B

The proposed project would require modification to some intersections and traffic signals including physical modifications (e.g., changes to lane configurations) as well as modifications to signal phasing and timing. Regulation of certain traffic movements would be required to prevent conflicts between vehicles and bicyclists. As shown in **Table 5**, intersection operations under Existing Plus project conditions would be acceptable (LOS D or better) at all intersections. When compared to Table 4 showing the existing conditions, the vehicle delay would remain at acceptable LOS levels or would decrease with the project.

During project construction, traffic would be accommodated pursuant to a Traffic Control Plan to be prepared by the contractor, and it is not anticipated that a detour would be needed.

The project would not degrade peak period LOS from A, B, C, or D (without the project) to E or F (with the project) at intersections within the Franklin Boulevard corridor. A **less-than-significant** impact would result from development of the proposed project.

TABLE 5
EXISTING PLUS PROJECT INTERSECTION LEVELS OF SERVICE

Intersection	Existing Plus Project Conditions				
	Intersection Control	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
Franklin Blvd/Sutterville Road-12th Avenue	Signal	36.1	D	41.6	D
SR-99 SB Ramps/12th Avenue	Signal	22.2	C	20.1	C
SR-99 NB Ramps/12th Avenue	Signal	30.7	C	18.1	B
Franklin Blvd/15th Avenue Alley-14th Avenue	Side-street Stop	6.3	A	4.3	A
Franklin Blvd/21st Avenue	Signal	75.5	E	20.3	C
Franklin Blvd/26th Avenue	Signal	23.9	C	19.8	B
Franklin Blvd/Fruitridge Rd	Signal	56.0	E	49.4	D
Franklin Blvd/38th Avenue	Signal	5.8	A	8.7	A

NOTES:
Cells with **bold** text represent intersection conditions that do not meet the City's LOS policies.
LOS = Level of Service
Delay = Stopped control in seconds per vehicle

SOURCE: Fehr & Peers, 2018.

Question C

The proposed project would not involve any construction on freeway facilities and would not result in traffic on freeway facilities that is above existing conditions. Therefore, development of the proposed project would have **no impact** on freeway facilities.

Question D

The proposed project would not increase the demand for local transit, and would not occur near existing Regional Transit Light Rail (LRT) tracks, therefore there would not be any conflicts with LRT service. There would be potential conflicts with bus service, Route 67, along Franklin

Boulevard; however, design elements have been incorporated into the project to address those potential conflicts. For example, coordination with Regional Transit (RT) bus service would determine how bus transit operations could be improved by bus stop consolidation/removal. Project construction would accommodate traffic pursuant to a Traffic Control Plan to be prepared by the contractor, and it is not anticipated that a detour would be needed. Therefore, project construction is not anticipated to adversely affect local transit routes. Therefore, a **less-than-significant** impact to transit is anticipated.

Question E

The proposed project would include Class II or Class IV bicycle facilities which would be provided throughout the project area and would be designed in accordance with City Standard and Caltrans guidelines. Green-colored pavement would be applied in areas where there is potential conflict or crossing areas between bicyclist and vehicle, such as driveways and intersections. The green-colored pavement is intended to increase awareness of both bicyclist and motorist. The proposed project would be along Franklin Boulevard, closing a gap in the bicycle network and improving safe operation of bicycles along this busy roadway. The improved bicycle facilities would provide better access for bicyclists and would provide community members with a safe, reliable, and continuous bicycle route. Therefore, **a less-than-significant** impact to bicycle facilities would result from development of the proposed project.

Question F

The proposed project would maintain and enhance pedestrian access along the Franklin Boulevard corridor. Pedestrian access and safety would be improved because bicyclists that sometimes ride on the sidewalk with the pedestrians would use the new bikeway instead. The proposed project would improve pedestrian travel and access, and therefore a **less-than-significant** impact would occur related to pedestrian travel.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
11. UTILITIES AND SERVICE SYSTEMS Would the project: A) Result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments?			X
B) Require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts?			X

ENVIRONMENTAL SETTING

Water Supply

Water service for the project area is be provided by the City of Sacramento. The City provides domestic water service from a combination of surface water and groundwater sources including the American River, Sacramento River, and groundwater wells. Water from the American River and Sacramento River is diverted by two water treatment plants: The Sacramento River Water Treatment Plant (WTP), located at the southern end of Bercut Drive approximately 6.2 miles north of the project site, and the E.A. Fairbairn Water Treatment Plant (EAFWTP), located at the northeast corner of State University Drive South and College Town Drive approximately 5.4 miles east of the project site. Water diverted from the Sacramento and American Rivers is treated, stored in storage reservoirs, and pumped to customers via a conveyance network.

The City of Sacramento complies with the California Water Code, which requires urban water suppliers to prepare and adopt Urban Water Management Plan (UWMPs) every five years. The most recent UWMP was adopted in 2016, and includes an analysis of water demand sufficiency under normal, single dry year, and multiple dry year scenarios. Water supply and demand projections include future planned development until 2040. Based, in part, on these projections, the City possesses sufficient water supply entitlements and treatment capacity during normal, dry, and multiple dry years to meet the demands of its customers up to the year 2035.

Wastewater and Stormwater

Wastewater from the project area is be collected by the City of Sacramento's CSS, conveyed to the SRCSD system, and ultimately treated at the SRWTP, which is located in Elk Grove. Local drainage within the City is pumped or gravity flown into the creeks and rivers.

Solid Waste Disposal

The Sacramento County Kiefer Landfill is the primary location for the disposal of waste in the City of Sacramento. The landfill accepts municipal waste and industrial waste and is permitted to accept up to 10,815 tons per day (TPD), averaging 6,362 TPD (CalRecycle, 2013). This is further limited, however, by Section 17, Condition 26 and Table 2 of Kiefer's Solid Waste Permit, which limits the 2013 peak to 5,928 TPD and average to 3,487 TPD (CalRecycle, 2013). As of 2012,

305 acres of the 660 acres contain waste (City of Sacramento, 2014). The landfill facility sits on 1,084 acres. As a result, the Kiefer Landfill should be able to serve the area until the year 2065 (City of Sacramento, 2014).

Electricity and Natural Gas

The Sacramento Municipal Utility District (SMUD) is responsible for the generation, transmission, and distribution of electrical power to its 900 square mile service area, which includes most of the incorporated and unincorporated areas of Sacramento County and a small portion of Placer County. SMUD buys and sells energy and capacity on a short-term basis to meet load requirements and reduce costs. The Pacific Gas & Electric Company (PG&E) provides natural gas service to residents and businesses within the City of Sacramento.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact would be considered significant if the project would:

- result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments or
- require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR evaluated the effects of development under the 2035 General Plan on water supply, sewer and storm drainage, solid waste, electricity, natural gas and telecommunications. See Chapter 4.11.

The Master EIR evaluated the impacts of increased demand for water that would occur with development under the 2035 General Plan. Policies in the 2035 General Plan would reduce the impact generally to a less-than-significant level (see Impact 4.11-1) but the Master EIR concluded that the potential increase in demand for potable water in excess of the City's existing diversion and treatment capacity, and which could require construction of new water supply facilities, would result in a significant and unavoidable effect (Impact 4.11-2). The potential need for expansion of wastewater treatment facilities was identified as having a less-than-significant effect (Impact 4.11-4). Impacts on solid waste facilities were less than significant (Impact 4.11-5). Implementation of energy efficient standards as set forth in Titles 20 and 24 of the California Code of Regulations for residential and non-residential buildings, would reduce effects for energy to a less-than-significant level.

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

Project operation would improve bicycle and pedestrian access to the area. The project would not provide drinking fountains, restrooms, or other facilities that would require additional utilities. The proposed project would not include the construction of any wastewater-generating uses or result in the need for new or expanded wastewater facilities and would therefore, not result in an adverse effect on wastewater treatment requirements. The proposed project would integrate construction stormwater management principles as part of the City of Sacramento Ordinances (Section

13.16.130) to reduce stormwater pollution. This City Ordinance ensures that contributors to stormwater comply with BMPs for pollution control to reduce stormwater pollution or contamination. The proposed project would not result in additional stormwater exceeding existing capacity and therefore, would not result in the need for expansion of existing facilities. Therefore, the project would have **no impact** on utilities or service systems.

The City would work with utility companies, as necessary, for any utility relocation or adjustment to utility infrastructure.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

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

MANDATORY FINDINGS OF SIGNIFICANCE

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
12. MANDATORY FINDINGS OF SIGNIFICANCE A.) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X	
B.) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)		X	
C.) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X

ANSWERS TO CHECKLIST QUESTIONS

Question A

As discussed in the Air Quality, Biological Resources, Cultural Resources, and Hazards sections of this Initial Study, the proposed project would result in **potentially significant** impacts as a result of construction of the project. However, adoption and implementation of mitigation measures descried in this Initial Study would reduce these individual impacts to **less-than-significant** levels.

Question B

Cumulative environmental effects are multiple individual effects that, when considered together, would be considerable or compound or increase other environmental impacts. Individual effects may result from a single project or a number of separate projects and may occur at the same place and point in time or at different locations and over extended periods of time.

Implementation of the proposed project would facilitate the development of streetscape improvements identified in the *Franklin Boulevard Complete Street Plan* (City of Sacramento 2018). Where applicable, this Initial Study identifies mitigation measures for individual impacts resulting from project implementation. Mitigation measures are proposed to reduce all **potentially significant** impacts to a **less-than-significant** level.

Question C

Substantial adverse environmental effects to human beings resulting from implementation of the proposed project are not anticipated. **No impact** would result from project implementation.

SECTION IV – ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

	Aesthetics		Noise
X	Air Quality		Public Services
X	Biological Resources		Recreation
X	Cultural Resources		Transportation/Circulation
	Geology and Soils		Utilities and Service Systems
X	Hazards		
	Hydrology and Water Quality		

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SECTION V – DETERMINATION

On the basis of this Initial Study:

X I find that (a) the proposed project is an anticipated subsequent project identified and described in the 2035 General Plan Master EIR; (b) the proposed project is consistent with the 2035 General Plan land use designation and the permissible densities and intensities of use for the project site; (c) that the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the Master EIR are adequate for the proposed project; and (d) the proposed project will have additional significant environmental effects not previously examined in the Master EIR. A Mitigated Negative Declaration will be prepared. Mitigation measures from the Master EIR will be applied to the project as appropriate, and additional feasible mitigation measures and alternatives will be incorporated to revise the proposed project before the negative declaration is circulated for public review, to avoid or mitigate the identified effects to a level of insignificance. (CEQA Guidelines Section 15178(b))

Signature

8/27/2018
Date

Tom Buford, Principal Planner

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