

CHAPTER 2

EXECUTIVE SUMMARY

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2.1 Introduction

The R Street Area Implementation Plan (RSAIP) has been prepared by the Capitol Area Development Authority (CADA) to outline strategies and programs to revitalize the R Street Area between 9th and 19th Streets in the Central City of Sacramento, California. This EIR addresses the probable environmental effects of implementation of the RSAIP. This Chapter provides the reader with an overview of the proposed project, the alternatives and the major findings regarding environmental impacts based on the more detailed analysis in the impact chapters of this EIR.

2.2 Project Sponsor

CADA is a joint powers agency of the State of California and the City of Sacramento created by State legislation in 1978 to implement the plans and objectives of the State's Capitol Area Plan. The State Capitol Area Plan governs the land uses and development activities in a 60 block area of the Central City of Sacramento. Approximately 42 blocks of the Capitol Area are owned in whole or in part by the State of California. The initial Capitol Area was bounded by 5th Street on the west, 17th Street on the east, L Street on the north and R Street on the south.

In 2002, CADA's project area was expanded by State Legislation to include the central section of City of Sacramento's R Street Corridor located immediately south and east of the Capitol Area. Therefore, the new R Street Redevelopment Area includes the R Street Corridor extending from 9th/10th Street to 19th/20th Streets. The R Street Area Implementation Plan applies to the R Street portion of the Capitol Area as shown on Figure 2-1.

2.3 Purpose and Need for the Project

The R Street area is an older industrial area with a number of under-utilized buildings and older warehouses. The area is surrounded by mature residential neighborhoods (many of which are City designated historic districts) and the area is within walking distance of light rail and the State Capitol. In the late 1980's and early 1990's City planners and residents of the Central City promoted a multi-year planning process to address the future of the R Street Corridor. This planning effort culminated in the adoption of the R Street Master Plan in 1996 by the City Council of the City of Sacramento. The 1996 R Street Master Plan focused on revitalization of R Street through promotion of mixed uses and new residential uses in close proximity to the light rail stations located on 13th and 16th Streets. With the adoption of the 1996 Plan which gave

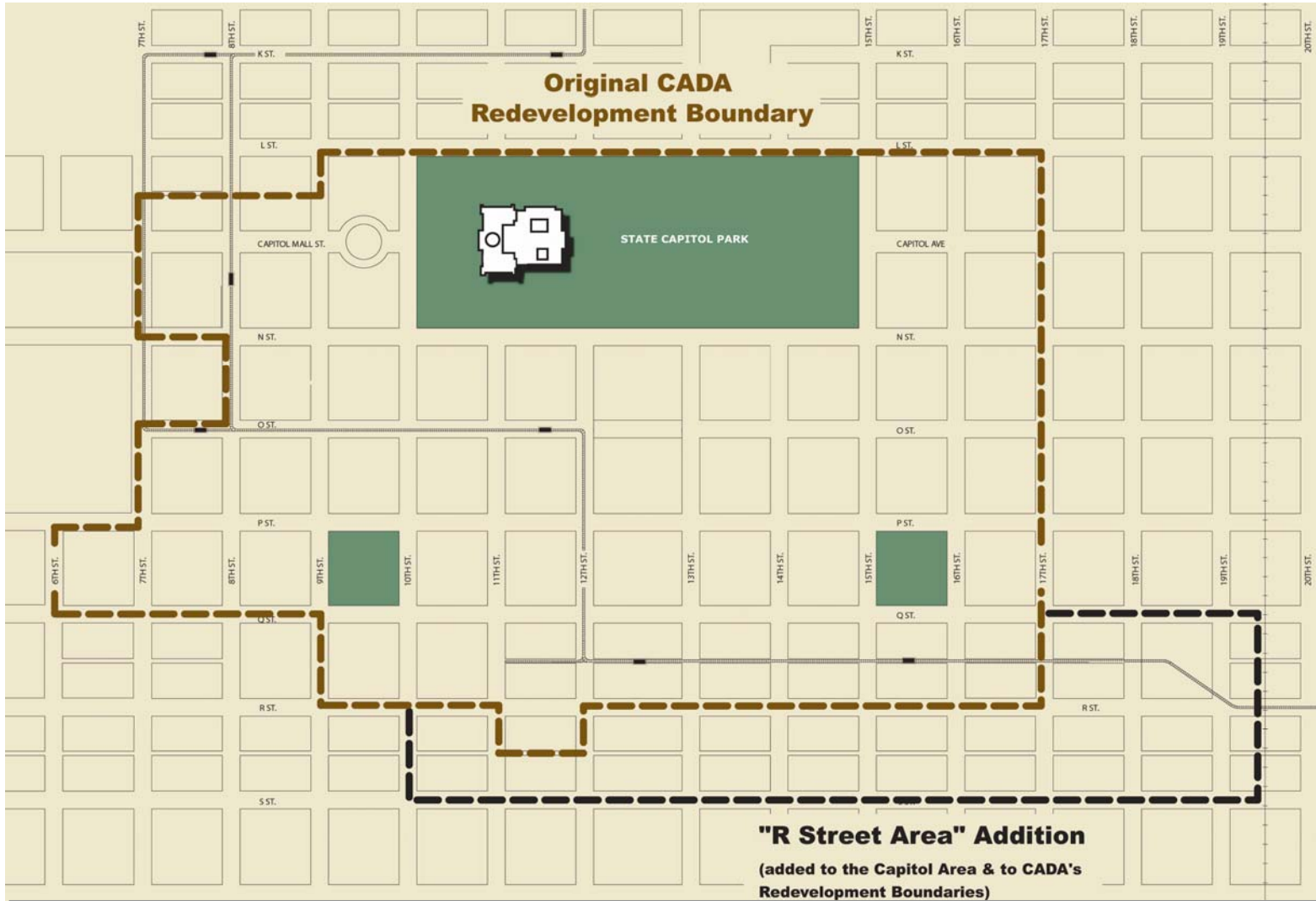


FIGURE 2-1

R Street Addition to the State Capitol Area

clear direction for desired development, the community hoped that revitalization of the corridor would begin. However, revitalization progress on R Street was slow. Thus, in 2002, the State legislature granted CADA powers equivalent to a redevelopment agency for a portion of R Street generally between 9th to 19th Streets. This enabling legislation (Senate Bill 1460 as amended) the State of California Codes to set forth the specific requirements for the administration of the newly created R Street Redevelopment Area. Specifically, the legislation required that CADA in cooperation with the City of Sacramento shall prepare a plan for the redevelopment and development of the R Street project area. The R Street Area Implementation Plan (RSAIP), therefore, is the revitalization plan for R Street in accordance with Senate Bill 1460.

2.4 Project Objectives

In addition to meeting the requirements of Senate Bill 1460, the stated goals and objectives of the RSAIP are to:

1. Create a Mixed Use, Mixed Income Neighborhood
2. Orient Development to Transit Stations
3. Preserve Historic Structures and Character
4. Enhance Neighborhood Livability through Sufficient Open Space
5. Develop R Street Streetscape at a Pedestrian Scale
6. Provide Public Infrastructure Necessary for Development
7. Create R Street as a Neighborhood Destination
8. Encourage Participation of Property and Business Owners in the Revitalization Efforts

2.5 Project Description

The RSAIP does not change the land use designations adopted in the 1996 R Street Master Plan. Rather, the RSAIP sets for programs and strategies to support new growth and revitalization in accordance with the 1996 R Street Plan and the 2006 R Street Urban Design Plan. The identified priorities for funding and implementation in the RSAIP include:

2.5.1 Infrastructure Improvements

New street improvements are planned for R Street between 10th and 18th Streets. The improvements would be constructed in phases as funding becomes available. The general design of the street improvement will be consistent with the cross-sections of the 2006 R Street Urban Design Plan and Design Guidelines (to the extent feasible) and will provide pedestrian areas, designated on street parking, and new drainage.

Two phases of waterline improvements are proposed to correct for deficiencies in the water capacity and distribution system.

2.5.2 Housing Projects

The RSAIP includes a number of housing assistance programs designed to facilitate new housing in the R Street Project Area and promote affordable housing in accordance with the requirements of Senate Bill 1460. SB 1460 requires that CADA set aside 20% of tax increment funds and bond proceeds for housing affordable to very low-income households and low-income households. Approximately 119 housing units affordable to low and very low income households are anticipated to be supported by the RSAIP. Although the precise sites for new housing development are not identified, it is assumed that new housing would occur in accordance with the land uses adopted 1996 R Street Master Plan. The RSAIP also includes a replacement housing program which would support the replacement of any housing units lost through redevelopment activities.

2.5.3 Transit Support Projects

The RSAIP also identifies improvements to the 13th Street and 16th Street light rail stations to improve pedestrian access to the station. A study of the feasibility of relocating the 16th Street Light Rail Station is included in the RSAIP.

2.5.4 Acquisition and Land Assembly

The RSAIP includes authorization and funding to allow CADA to acquire properties in the redevelopment area as a means of facilitating appropriate new development or eliminating blight, assisting with affordable housing and/or to acquire and develop properties for parks and open space uses.

2.5.5 On-Going Redevelopment Support Components

The RSAIP includes development assistance funds to support design, engineering and feasibility studies and other technical assistance to land owners and developers. Funding to support voluntary clean-up of toxic properties or Brownfields is also proposed. Finally, the RSAIP includes strategies for managing the R Street district including parking management, financing districts to fund the cost of maintaining the unique streetscape, marketing and communication for the R Street Corridor.

2.7 Summary of the Alternatives Analyzed in This EIR

The California Environmental Quality Act (CEQA) requires that alternatives which meet the objectives of the project but also reduce environmental impacts be reviewed in an EIR. A number of additional alternatives are considered and discussed in Chapter 4 Alternatives. Alternatives reviewed include alternative locations, alternative land uses, and alternative priorities. These alternatives were dismissed in part because they did not meet the project's objectives or did not substantially reduce significant impacts to the R Street Corridor. Chapter 4 of this EIR provides further information regarding the alternatives selected and those dismissed. CEQA also requires that an EIR include the "No Project" alternative. There are two alternatives reviewed in this EIR.

No Project Alternative: This alternative assumes that there is no adoption or implementation the RSAIP.

Proposed Project: This alternative assumes that all proposed components of the RSAIP are implemented in the phases recommended by the plan.

2.8 Areas of Controversy and Issues to Be Resolved

The environmental review process should assist decision-makers and the public in 1) identifying the environmentally superior alternative and, 2) making informed decisions regarding means to avoid or mitigate impacts regardless of the alternative plan chosen for implementation. One of the most significant issues is the effect of the proposed project on historic resources. R Street is an older area of the Central City which traverses several City designated Historic Districts and contains a number of potentially eligible or eligible properties on local, State or the national register. As such, one task of the EIR was to review the potential for the proposed project elements to affect historic resources and to develop mitigation measures which could reduce these impacts. The proposed project also recommends street improvements which would reconfigure the right-of-way in R Street to allow for pedestrian pathways. The EIR reviewed the effects of new programmatic cross-section designs on transportation and parking.

A Notice of Preparation (NOP) was issued for the RSAIP which informed the public that an EIR would be prepared and solicited input regarding the issues and scope of the EIR. In response to the NOP, the following issues were identified:

The Sacramento Metropolitan Air Quality Maintenance District (SMAQMD) submitted a letter regarding the effect of the project on air quality. An air quality analysis has been conducted

using the SMAQMD CEQA analysis guidelines, which determined that the construction related elements of the proposed project would not result in significant adverse air quality effects.

The Department of Water Resources, Reclamation Board submitted a letter of response to the NOP expressing concern that the proposed project may be located in a designated floodway and require permit approval from the Reclamation Board. The Initial Study prepared for this project determined that the proposed project lies within FEMA Zone X or an area which is within the 500 year flood plain with some risk of 100 year flooding at less than 1 foot depth. Although like most of the Central City, the project is within a flood risk area, it is not within a designated floodway and is located some distance from the Sacramento River floodway.

The City of Sacramento Fire Department submitted a letter of response to the NOP expressing concern regarding call volumes and fire access. The proposed project does not promote new development in excess of that previously adopted by the *R Street Master Plan* of the *Central City Community Plan* and therefore, should not result in calls for service greater than those anticipated and approved in those plans and the associated EIR.

2.9 Environmentally Superior Alternative

After reviewing the comparative impacts of all alternatives, the EIR concludes that the No Project is the environmentally superior alternative insofar as that alternative would not directly result in any new physical impacts to the environment. The California Environmental Quality Act (CEQA) requires that should the No Project Alternative be the environmentally superior alternative, the EIR must specify a development alternative which is environmentally superior. The Proposed Project with mitigation measures, is the environmentally superior development alternative.

2.10 Significant Impacts

R Street is an historic corridor originally developed around the Sacramento Valley Railroad in the 1850's. As such, modification of the R Street area through infrastructure and new housing could affect the historic fabric or historic structures in the area. The EIR found that implementation of the RSAIP may result in significant impacts to historic resources. Mitigation measures are proposed for all identified impacts; however, some impacts may not be reduced to a less-than-significant level even with mitigation. For example, subsurface rail road tracks and appurtenances may be disturbed or removed and replaced in order for the street improvement projects to attain the proper grade for proper drainage. Similarly, in some instances, new housing will be provided through adaptive re-use of historic structures which may result in some unavoidable impacts even with incorporation of mitigation measures. Finally, implementation of the streetscape improvements will reconfigure the uses of the R Street right-of-way to include pedestrian walkways and standard vehicle lanes. Currently, many blocks of R Street are unimproved and parking is informal (not designated or

striped). With implementation of the new cross-sections and formal designation of parking areas, travel lanes and pedestrian walkways, approximately 160 on-street parking spaces will be lost.

2.10 Summary Tables

The next section of this Chapter provides summary tables (Table 2-1) of all the impacts and mitigation measures for the proposed project.

TABLE 2-1: SUMMARY OF IMPACTS OF THE PROPOSED PROJECT			
IMPACT	SIGNIFICANCE	MITIGATION MEASURE(S)	SIGNIFICANCE AFTER MITIGATION
<p>LAND USE EFFECT 5.1: Divide or Disrupt an Existing Community. The proposed RSAIP does not introduce new streets or barriers which would divide or disrupt an established community. Rather, the proposed project would revitalize an older industrial area and support new mixed use developments. There is no adverse effect resulting from the division or disruption of a community or neighborhood.</p>	<p>Less Than Significant</p>	<p>None Required</p>	<p>Less Than Significant</p>
<p>LAND USE EFFECT 5.2: Consistency with the City General Plan Policies. The proposed project does not pose any significant conflicts with the policies of the <i>General Plan</i>. The RSAIP does not change the land use designations of the adopted General Plan. The project is supportive of and consistent with several land use policies particularly those policies related to infill and redevelopment actions. The proposed project is consistent with the goals, policies and recommended actions of the Housing Element.</p>	<p>Less Than Significant</p>	<p>None Required</p>	<p>Less Than Significant</p>
<p>LAND USE EFFECT 5.3: Consistency with the Central City Community Plan, R Street Master Plan (1996) The proposed project is consistent with the policies of the <i>1996 R Street Master Plan</i> of the <i>Central City Community Plan</i>.</p>	<p>Less Than Significant</p>	<p>None Required</p>	<p>Less Than Significant</p>
<p>LAND USE EFFECT 5.4: Consistency with the State of California Capitol Area Plan. The proposed project does not change any land use designations, and therefore is consistent with the land uses of the <i>1997 Capitol Area Plan</i>. The proposed project does not conflict with any policies of the <i>1997 Capitol Area Plan</i>.</p>	<p>Less Than Significant</p>	<p>None Required</p>	<p>Less Than Significant</p>

TABLE 2-1: SUMMARY OF IMPACTS OF THE PROPOSED PROJECT			
IMPACT	SIGNIFICANCE	MITIGATION MEASURE(S)	SIGNIFICANCE AFTER MITIGATION
IMPACT 6.1: Roadway Traffic. The project does not change land uses in the Corridor, and therefore would not generate any new additional traffic beyond that which has already been analyzed and approved in the <i>1996 R Street Corridor Master Plan</i> of the <i>Central City Community Plan</i> of the General Plan. Roadway traffic impacts are considered <i>less-than-significant</i> .	Less Than Significant	None Required	Less Than Significant
IMPACT 6.2: Bicycle Traffic. The project does not change land uses in the Corridor, and therefore would not generate any new bicycle trips. There are no designated bike routes on R Street approved in the <i>City/County Bikeways Master Plan</i> . Thus, the project will not change or hinder any existing or proposed bikeway. Bikeway impacts are considered <i>less-than-significant</i> .	Less Than Significant	None Required	Less Than Significant
IMPACT 6.3: Pedestrian Circulation. The project will improve pedestrian travel in the corridor, by providing improved sidewalks, paths, and intersection crossings. The proposed cross-sections include ADA accessible sidewalk designs, and emphasize a pedestrian oriented streetscape. In addition, the proposed street improvements are consistent with the recently approved <i>City of Sacramento Pedestrian Master Plan</i> which specifically calls for pedestrian and sidewalk improvements on R Street. Pedestrian circulation and facility impacts are considered <i>less-than-significant</i> .	Less Than Significant	None Required	Less Than Significant
IMPACT 6.4: Transit Impacts. The project does not change land uses in the corridor, and therefore would not generate any new transit trips. Rather, new development would occur in accordance with the adopted <i>1996 R Street Master Plan</i> of the <i>Central City Community Plan</i> . This plan calls for mixed use and transit oriented developments in the R Street Corridor to support the 13th Street and 16th Street Light Rail Stations. The project does not adversely affect any	Less Than Significant	None Required	Less Than Significant

TABLE 2-1: SUMMARY OF IMPACTS OF THE PROPOSED PROJECT			
IMPACT	SIGNIFICANCE	MITIGATION MEASURE(S)	SIGNIFICANCE AFTER MITIGATION
existing or proposed light rail or bus operations and therefore, impacts are considered less-than-significant .			
IMPACT 6.5: Parking Impacts Implementation of the proposed streetscape improvements would reconfigure the uses in the public right-of-way to support improved pedestrian facilities, vehicle corridors and modified parking configuration. In order to accommodate all these uses within the existing public right-of-way, the project would reduce the number of parking spaces in the corridor. While the City of Sacramento does not have a standard of significance for the removal of on-street parking, the loss of approximately 160 parking spaces in the Central City could have negative effects on the ability of motorists to find parking in the area of the R Street Corridor. This is a potentially significant impact . Mitigation measures are proposed to reduce this impact; however, since there is no adopted standard of significance, it is not possible to determine if the impact can be reduced to a less-than-significant level.	Significant	<ol style="list-style-type: none"> 1. CADA and the City of Sacramento shall work with affected property owners, tenants, Regional Transit, and other interested stakeholders to establish a detailed parking regulatory plan for each sector of the corridor. The plan shall establish parking regulations upon completion of the streetscape project, and shall provide information regarding parking and other transportation alternatives for displaced parkers. 2. In accordance with the Central City Parking Master Plan, the City shall establish parking regulations in the Corridor that recognize short-term users as the priority for on-street parking. 3. At a reasonable time prior to beginning construction on any sector in the corridor, CADA and the City of Sacramento shall conduct an informational program to notify all regular parkers in the corridor (especially long-term employee parkers) of the impending changes. This program shall provide information on available parking, and alternatives to using the private automobile. 	Reduction of Magnitude, however the Impact will remain Unavoidable
IMPACT 7.1: Construction Emissions Emission of ROG, NOx, and PM10 associated with the project were estimated by applying the Roadway Construction Emissions Model (SMAQMD, 2003). Emissions from construction are below the SMAQMD threshold of significance for construction (85 pounds per day of NOx), and would not be expected to result in any violations of either State or federal ambient air quality standards. Therefore, construction period impacts of the proposed project are estimated to be less-than-significant .	Less Than Significant	None Required	Less Than Significant

TABLE 2-1: SUMMARY OF IMPACTS OF THE PROPOSED PROJECT			
IMPACT	SIGNIFICANCE	MITIGATION MEASURE(S)	SIGNIFICANCE AFTER MITIGATION
<p><u>IMPACT 7.2: Near Term Increase in Regional Emissions from Vehicle Exhaust</u> The proposed project does not change existing or planned land uses and as such does not generate any new vehicle trips not previously analyzed and anticipated in the General Plan and the <i>R Street Master Plan</i> Component of the <i>Central City Community Plan</i>. Therefore, it is not expected that the Proposed Project would result in a significant increase in vehicle trips or congestion, which would create vehicle emissions. For these reasons the project is considered to have a <i>less-than-significant impact</i> on regional vehicle emissions.</p>	Less Than Significant	None Required	Less Than Significant
<p><u>IMPACT 7.3: Cumulative Long Term Air Quality Impacts.</u> As noted above, the proposed project will not increase regional vehicle trips. Under the <i>Central City R Street Master Plan</i>, new housing and development is encouraged in the R Street corridor. Although vehicle trips will increase over time under the <i>R Street Master Plan</i> (with or without the project), improved engine technology and lower emission factors will reduce vehicle emissions. Consequently, ozone precursor emissions would likely decrease in the Sacramento Central City area as a result of improved engine technology and the turnover in the vehicle fleet. The project is therefore, not expected to result in a significant contribution to the cumulative emissions.</p>	Less Than Significant	None Required	Less Than Significant
<p><u>IMPACT 8.1: Exposure of Existing Residences to Construction Noise.</u> Construction associated with the proposed infrastructure improvements (water main and street improvements) within the R Street Corridor would temporarily increase noise in the vicinity of the construction activities. Noise increases would result both from onsite construction activities, especially during site preparation, grading, and other earthmoving activities, as well as from construction-related vehicle</p>	Significant	<p><u>MITIGATION MEASURE 8.1: Employ Noise-Reducing Construction Practices</u> The City shall employ noise-reducing construction practices such that noise from construction activities does not exceed City noise ordinance standards during applicable hours. Measures may include but are not limited to:</p> <ol style="list-style-type: none"> 1. Limit noise-generating construction activity to the hours of 7:00 a.m. and 6:00 p.m. Monday through Saturday and between 9:00 a.m. and 6:00 p.m. on Sunday. 2. All equipment shall have sound-control devices no less effective 	Less Than Significant

TABLE 2-1: SUMMARY OF IMPACTS OF THE PROPOSED PROJECT			
IMPACT	SIGNIFICANCE	MITIGATION MEASURE(S)	SIGNIFICANCE AFTER MITIGATION
<p>traffic delivering materials to and from the construction site. Construction noise has the potential to exceed City noise ordinance standards if construction occurs outside the hours of 7:00 a.m. and 6:00 p.m., Monday through Saturday, and between 9:00 a.m. and 6:00 p.m. on Sunday. This impact is therefore considered to be significant but can be avoided with mitigation.</p>		<p>than those provided on the original equipment.</p> <p>3. As directed by the City, the contractor shall implement appropriate additional noise mitigation measures such as changing the location of stationary construction equipment, shutting off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, or installing acoustic barriers around stationary construction noise sources or construction sites.</p> <p>4. Monitor noise levels near sensitive receptors if construction occurs during non-exempt times. If levels exceed thresholds, take necessary actions to reduce noise to acceptable levels.</p>	
<p>IMPACT 8.2: Operational Project Impacts. It is not anticipated that implementation of the projects and programs included in the RSAIP would significantly change the noise environment since the RSAIP does not change planned land uses in the area. Existing regulations are in place to mitigate and attenuate noise impacts to newly constructed residential uses. The City of Sacramento Zoning Ordinance Chapter 17.28.30 provides the development standards for new residential uses which require noise attenuation. Therefore, the impact is considered less-than-significant.</p>	<p>Less Than Significant</p>	<p>None Required</p>	<p>Less Than Significant</p>
<p>IMPACT 9.1: Impacts to Archeological Resources The proposed project includes several projects which may require trenching, excavation or subsurface soil disturbance which could affect buried archeological resources. For example, street improvements, water lines, or transit improvements may require trenching and excavation. Since the R Street corridor and the Central City in general, are considered to be sensitive areas for cultural resources, ground disturbance as a result of these activities could constitute a significant impact.</p>	<p>Significant</p>	<p>MITIGATION MEASURE 9.1: Impacts to Archeological Resources. 1). An archaeological monitor shall be retained on-site during subsurface excavations below the current road base between 9th and 12th Streets and just east of 15th street extending to 18th Street. In the event cultural or potentially cultural materials are encountered during excavation activities work shall cease until an archaeologist can assess the significance of the find. If the find is prehistoric in nature the Native American Heritage Commission (NAHC) shall be consulted. Tribal representatives as referred by the NAHC shall be included in the consultation process. If necessary, further mitigation measures may be developed 2) If human or potentially human remains are found, the work shall cease immediately and the County Coroner contacted without hesitation. The Coroner will notify the NAHC if the remains are</p>	<p>Less-than-Significant</p>

TABLE 2-1: SUMMARY OF IMPACTS OF THE PROPOSED PROJECT			
IMPACT	SIGNIFICANCE	MITIGATION MEASURE(S)	SIGNIFICANCE AFTER MITIGATION
		determined to be Native American and the NAHC will notify the person or tribe believed to be the most likely descendant (CEQA Section 15064.5, Health and Safety Code Section 7050.5, Public Resources Code Section 5097.94 and 5097.98). An archaeologist and the tribal representative will work with the contractor to develop a program for re-interment of the human remains and any associated artifacts. No additional work shall occur in the immediate vicinity of the find until appropriate actions have been carried out.	
<p><u>IMPACT 9.2: Construction Period Impacts to Historic or Architecturally Significant Structures</u> The proposed project recommends infrastructure and transit improvements in the R Street Corridor. R Street transects or is adjacent to several historic districts which include listed or potentially eligible historic structures. Construction vibration and other activities could adversely affect these structures.</p>	Significant	<p><u>MITIGATION MEASURE 9.2 Construction Period Impacts to Historic Structures:</u> 1) All equipment used during improvements shall be located a safe distance from historically significant buildings so any equipment arms or attachments cannot reach the building. Buffering materials shall be used as necessary, when construction is with 10 feet of a building.</p> <p>2) A hand-held hydraulic jack hammer shall be used to break existing concrete into pieces within three feet of building faces. The broken concrete shall then be removed by hand. The building face shall be protected by a foam board, generally used for insulation that is a minimum of one-inch thick. 3) Small ride-on machinery shall be used to compact the ground within five feet of building faces. Hay bales shall be stacked three rows high along the faces of the buildings to a height of six feet. A vibrator plate tamper shall be used to compact material within five feet of the building face. The building face shall be protected with a minimal one-inch-thick foam board. 4) In some areas new concrete walkways will be constructed against the existing buildings and loading docks. The walkways shall be separated from existing structures by a fiber expansion joint. The existing building faces and loading docks shall be protected with plastic sheeting to prevent concrete from splattering onto the existing fabric.</p>	Less-than-Significant

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IMPACT	SIGNIFICANCE	MITIGATION MEASURE(S)	SIGNIFICANCE AFTER MITIGATION
<p>IMPACT 9.3: Impacts to R Street Corridor Historic Districts from Housing Projects Redevelopment activities could result in the demolition or moving of existing structures or the significant alteration of a historic structure over the life of a redevelopment plan. New construction, infilling, demolition and/or adaptive reuse could result in significant impacts to the R Street Corridor's industrial setting and to eligible historic structures.</p>	<p>Significant</p>	<p>MITIGATION MEASURE 9.3: Impacts to Historic Districts from Housing Projects. 1) As part of any Owner Participation Agreement (OPA), Disposition and Development Agreement (DDA) or other CADA sponsored housing project in the R Street Project Area that could affect any structure or feature over 50 years of age that has not yet been evaluated by the City's Preservation Director, the buildings shall first be evaluated for listing in the California Register of Historic Places and the Sacramento Register. This evaluation shall occur through the preparation of State of California DPR 523 forms for each building, photo media documentation and thorough standard CEQA evaluation. 2) Adaptive reuse and rehabilitation plans of existing historic structures shall be designed to retain the maximum amount of historic fabric. All rehabilitation of historic structures shall be conducted in light of Secretary of Interior Standards for the Treatment of Historic Structures to ensure that treatments will maintain the authenticity and integrity of the structure and the district. Plans shall be approved by the City's Preservation Director and Preservation Commission. 3) If demolition of any historic structure or significant portion of a historic structure cannot be avoided, the feature or building shall be recorded to HABS/HAER standards prior to removal. Copies of the HABS/HAER documentation shall be filed with the City Preservation Director, Sacramento Archives and Museum Collection Center, the North Central Information center at Sacramento State and the Sacramento Room at the Central Branch of the Sacramento County Library. 4) New construction shall be designed to reflect and blend with the industrial nature of the R Street Corridor.</p>	<p>Reduction of magnitude of the Impact. Some residual impacts may still remain even with mitigation and/or it may not be feasible to implement all mitigation measures in all cases. In such cases the impact would remain unavoidable</p>

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IMPACT	SIGNIFICANCE	MITIGATION MEASURE(S)	SIGNIFICANCE AFTER MITIGATION
<p>IMPACT 9.4: Impacts to Railroad, Siding and Related Features. Along some areas of R Street it may be necessary to alter the grade of the existing tracks to maintain drainage or appropriate ADA compliance sloping at doorways and loading docks. The horizontal and vertical relationship between the siding track and the mainline track is not consistent throughout the project and may also require altering the existing elevation or alignment of the siding.</p>	<p>Significant</p>	<p>MITIGATION MEASURE 9.4: Impacts to Railroad, Siding and Related Features. 1) Prior to construction of any streetscape improvements in the roadway of the R Street Corridor between 9th and 19th Street, a field study by a qualified architectural historian or historical archaeologist shall be completed to record and document any exposed elements of the rail line. Documentation shall follow, to the extent possible, procedures outlined by the National Park Service for a Historic American Building Survey/Historic American Engineering Record (HABS/HAER) report or equivalent. 2) To the maximum extent possible, any tracking and contributing features such as cobblestones or brick lining shall be left in situ. If presently covered with asphalt, railing shall be exposed. Uncovered rail shall be left exposed to maintain the transportation feel of the corridor. Distorted tracks that pose a hazard to drivers and pedestrians shall be replaced with existing or new rails from available stock. 3) If realignment of tracks is necessary for drainage, ADA compliance or other reasons, care shall be taken to maintain the sense of continuity from block to block in the rails. Reinforcement of the base of the existing main tracks with adjustments to alignment or elevation shall be completed only when necessary. The mainline tracks shall be moved no more than two vertical inches or six horizontal inches. The siding tracks shall be moved no more than six vertical inches or 12 horizontal inches. 4) If retaining the rail or sidings in situ is not feasible during construction, the rail and features shall be removed and set aside in the least damaging way. The contributing features, including tracks, siding, bricks, cobblestone or metal braces shall be carefully removed and cataloged under the supervision and oversight of a qualified historian or historical archaeologist and shall be restored to the street segment in the general alignment in which originally found. Damaged rails or cobbles shall be replaced in kind. 5) During construction or excavation of the street bed in the R Street Corridor, a qualified historian or historical archaeologist shall be present to monitor and identify any subsurface features unearthed. Work shall stop in the immediate vicinity of the find for recovery of significant features.</p>	<p>Reduction of magnitude of the Impact. Some residual impacts may still remain even with mitigation and/or it may not be feasible to implement all mitigation measures in all cases. In such cases the impact would remain unavoidable</p>

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IMPACT	SIGNIFICANCE	MITIGATION MEASURE(S)	SIGNIFICANCE AFTER MITIGATION
		Any features shall be cataloged and stored in accordance with Mitigation Measures 9.1.	
IMPACT 9.5: Impacts to Historic Character) Adding sidewalks, curbs, parking, benches, awnings and lighting and changing the tracks could cause a substantial adverse change to the industrial feel of the existing streetscape and would be considered a significant impact. Because of the unique and historic streetscape and ambiance, substantial change without sensitive design to the R Street Corridor streetscape could result in <i>significant impacts</i> .	Significant	MITIGATION MEASURE 9.5: Impacts to Historic Character: 1) All new concrete walkways shall be designed and installed for minimal impact to the visual industrial feel of the corridor. Curb height shall be limited to four inches. Walkways shall vary in width to accommodate existing loading docks but shall generally be 10 feet wide. Walkways shall be stained and scored to provide an industrial feel to the district. 2) Concrete bulb-outs shall be limited to numbered streets. If the use of concrete bulb-outs in the R Street corridor is unavoidable, the size shall be minimal (protruding four feet into R Street). A single yellow truncated warning tile, three feet long by six feet wide, shall be used on each bulb out or curb near the edge of the street. 3) Install unique street lighting that reflects the industrial nature of the R Street corridor. Lighting shall be positioned at the edge of the street or back of the walk and shall be non-decorative and utilitarian in design. 4) Historic photographs shall be used to determine where trees along R Street corridor have been removed. Replacement trees shall be planted in the approximate same location. Other trees shall be limited to numbered streets. Lawns, shrubs, flowers or other landscaping shall be confined to numbered streets and not placed within the R Street corridor. 5). Shade canopies or awnings shall be selected to reflect the industrial feel of the corridor, using historic photographs or existing awnings on buildings within the district as examples of kind. Street furniture (benches) shall also be minimized in number and selected to reflect the industrial feel of the corridor. 6) Street striping shall be minimal, restricted to marking of stop signs at intersections. Street paint shall not be used on or across tracks. Crosswalk markings shall be limited to numbered streets.	Less-than-Significant

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IMPACT	SIGNIFICANCE	MITIGATION MEASURE(S)	SIGNIFICANCE AFTER MITIGATION
<p>IMPACT 9.5: Cumulative Impacts to Cultural Resources. Proper implementation of Mitigation Measures (above) could reduce the project's contribution to cumulative <i>archeological impacts to a less-than-significance level.</i></p>	<p>Less Than Significant</p>	<p>None Required</p>	<p>Less Than Significant</p>
<p>IMPACT 10.1: Impacts to Heritage and Street Tree Resources The proposed project may result in some direct and indirect impacts to heritage and street tree resources as a result of infrastructure improvement projects or implementation of housing development projects. At a programmatic level, the proposed project has the potential to affect heritage trees or City street trees. This is considered a <i>significant avoidable</i> impact.</p>	<p>Significant</p>	<p>MITIGATION MEASURE 10.1: Heritage and Street Tree Resources The following programmatic mitigation measure should be applied to all infrastructure projects included in the RSAIP and to new housing development projects included in the RSAIP which are sponsored or assisted by CADA.</p> <ol style="list-style-type: none"> 1. Prior to start of construction, the project sponsor (CADA or City of Sacramento depending on the project) shall coordinate with the City Arborist as part of the development of final construction drawings for methods to avoid heritage trees through redesign if feasible. 2. If avoidance of heritage trees is not feasible, the project sponsor shall submit and comply with a tree replacement mitigation plan developed in consultation with the City Arborist and any other conditions related to compliance with the Heritage Tree Ordinance and related Tree Removal Permit. 3. During construction the project sponsor and the selected Contractor shall follow the procedures necessary to protect existing trees. All work near the trees shall be coordinated with the City Arborist, Park and Recreation Tree Services Section, phone number (916) 768-8604. The Contractor shall comply with direction as given by the City Arborist and the following requirements regarding tree protection: <ul style="list-style-type: none"> A. No storage or materials or parking of vehicles may occur within the driplines of the trees, except on paved streets. B. If during construction grading, tree roots two inches (2") in diameter or greater are encountered, work shall stop immediately and the City Arborist shall be contacted for a root inspection, and the root shall not be cut unless the arborist approves. Roots approved by the arborist to be severed during the course of project construction shall be neatly trimmed. If a large number of roots require cutting, the tree will then have to be evaluated by the arborist 	<p>Less Than Significant</p>

TABLE 2-1: SUMMARY OF IMPACTS OF THE PROPOSED PROJECT			
IMPACT	SIGNIFICANCE	MITIGATION MEASURE(S)	SIGNIFICANCE AFTER MITIGATION
		for possible removal. C. If construction activities will affect any of the limbs of the trees, the arborist shall be consulted prior to the cutting or removal of any limb. Limbs approved by the arborist to be severed during the course of the project construction shall be neatly trimmed. D. The Contractor shall be responsible for damages to trees. Trees damaged by the Contractor during construction activities shall be assessed by the City Arborist using the International Society of Arborists (ISA) appraisal guide. The Contractor's responsibility for damaged trees will be determined by the Arborist.	
<p>IMPACT 10.2: Impacts to Nesting Birds as A Result of Tree Removal or Trimming for the Project The Proposed Project may impact trees through the construction of infrastructure improvements or new housing development. In turn, depending on the timing of installation of these improvements, migratory nesting birds may be disturbed as a result of tree trimming or removal which is a conflict with the provisions of the Federal Migratory Bird Treaty Act (MBTA). The severity of the potential impact will depend on the final design and engineering for infrastructure and housing improvements and the season that such improvements are installed. This is a <i>potentially significant</i> but avoidable impact which can be avoided through mitigation.</p>	Significant	<p>MITIGATION MEASURE 10.2: Nesting Migratory Birds Tree and brush removal shall either occur before or after the nesting season (April to August), or in the event construction and tree removal occurs during the nesting season, a qualified biologist shall examine the tree prior to removal and determine if any occupied nests covered under the Migratory Bird Treaty Act are present. If occupied, tree removal shall be delayed until the biologist determines birds have fledged.</p>	Less Than Significant
<p>IMPACT 10-3: Cumulative Effects to the Urban Forest In many areas, redevelopment or intensification of land is occurring which results in removal of trees. In order to ensure that the City of Sacramento continues to have a vital urban forest, the City Tree Ordinance requires replacement of any trees removed and protects existing trees during construction. Although the proposed project may impact City Street Trees, the project's cumulative impact is estimated to be less-than-significant.</p>	Less Than Significant	None Required	Less Than Significant

TABLE 2-1: SUMMARY OF IMPACTS OF THE PROPOSED PROJECT

IMPACT	SIGNIFICANCE	MITIGATION MEASURE(S)	SIGNIFICANCE AFTER MITIGATION
<p>IMPACT 11.1: Risk of Exposure During Soil Excavation of Disturbance Activities Related to Infrastructure Improvements. The proposed street and water main improvements would occur in the right of-way of R Street between 9th and 19th Streets. This area has had active railroad and industrial uses in the past. In addition, several recognized environmental conditions are listed on the DTSC <i>EnviroStor</i> database which front on this section of R Street. Given this, the potential for infrastructure improvements to encounter suspect soils and hazardous materials during excavation and soil movement is considered a potentially significant impact.</p>	<p>Significant</p>	<p>MITIGATION MEASURE 11.1: The following mitigation measure (applicable to the proposed project) is recommended to reduce the risk of exposure to a less-than-significant level. During earthmoving activities the project sponsor (City or CADA), contractors and workers on site shall observe the following precautionary measures.</p> <ol style="list-style-type: none"> 1. If stained soil, tanks, unusual smells or other indications of potentially contaminated materials are observed within the project area, construction operations in that area shall be stopped immediately. 2. The suspect soil or liquids shall then be tested by a qualified professional environmental assessor (an individual with training in accordance with California Code of Regulations Section 1910.120). 3. Should the soil or liquid test results determine that the contamination is locally isolated the contamination shall be collected and disposed of appropriately. 4. If a determination concerning the extent of contamination cannot be made based on the preliminary testing, a complete Phase II site assessment, including subsurface sampling to evaluate the magnitude of contamination, shall be performed. 5. Clean up shall be performed in accordance with the recommendations of the site assessment. <p>All hazardous materials shall be disposed of at an approved disposal site and shall only be hauled by a current California registered hazardous waste hauler using correct manifesting procedures and vehicles displaying a current Certificate of Compliance. The Contractor shall identify by name and address the site where toxic substances shall be disposed of. No payment for removal and disposal services shall be made without a valid certificate from the approved disposal site that the material was delivered.</p>	<p>Less Than Significant</p>

TABLE 2-1: SUMMARY OF IMPACTS OF THE PROPOSED PROJECT			
IMPACT	SIGNIFICANCE	MITIGATION MEASURE(S)	SIGNIFICANCE AFTER MITIGATION
<p>IMPACT 11.2: Hazardous Materials Risks Related to Housing or Park and Open Space Acquisition and Development. The RSAIP also proposes that CADA assist with the acquisition and development of parks and open space and housing in the project area. Sites acquired with CADA funds or financed with CADA funds which are contaminated may expose CADA to liability under the Federal Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). Additional development of potentially contaminated sites without adequate assessment may result in the disturbance and release of potentially hazardous materials. These are <i>potentially significant impacts</i> which can be avoided with mitigation measures.</p>	<p>Significant</p>	<p>MITIGATION MEASURE 11.2: Prior to entering into any agreements for acquisition or development of any site which will be financed or owned in whole or in part by CADA funds, CADA shall conduct due diligence related to the review and disclosure of potential hazardous materials related to the site by conducting a Phase I Site Assessment. Based on the Phase I information, a clean-up program, if necessary should be developed to ensure the site is suitable for the intended park or housing use.</p>	<p>Less Than Significant</p>