

## Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: \_\_\_\_\_

Project Title: North 16th Street Streetscape Project

Lead Agency: City of Sacramento

Contact Name: Scott Johnson

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Project Location: Sacramento, Sacramento County

City

County

Project Description (Proposed actions, location, and/or consequences).

The 16th/North 16th Street corridor is a northbound, four lane arterial connecting Downtown with northern Sacramento, located within a federally designated Promise Zone. The portion of the corridor covered under this project, from H Street to Richards Boulevard, cuts through two distinct districts separated by the Union Pacific Railroad (UPRR) underpass.

The proposed project consists of improvements to pedestrian and bicycle circulation along 16th Street and North 16th Street from H Street to Richards Boulevard, as well as improvements to overall streetscape visual quality. This would include improvements to sidewalks, curbs, drainage features, safety-related design features, bicycle connectivity, and landscaping. The project location, project setting and surrounding land uses, project objectives, and specific project elements are described in detail below.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

The project would result in impacts to nesting birds. Mitigation Measure BIO-1 would reduce these impacts to less than significant by requiring a nesting bird survey before construction and avoidance buffers to be established if nests are observed during surveys. The project could cause impacts to archaeological resources and human remains. Mitigation Measures TCR-1, TCR-2, and TCR-3 would reduce these impacts to less than significant. These mitigation measures require that work be stopped if cultural resources are encountered during construction and that a City representative be contacted and appropriate measures be taken to mitigate impacts to cultural resources. TCR-2 requires the applicant/contractor to provide a cultural resources and tribal cultural resources sensitivity and awareness training program for all personnel involved in project construction. Mitigation Measure TCR-3 requires that if human remains are encountered, the Coroner must determine whether the remains are Native American, and follow the appropriate protocol for notification, treatment and disposition of the remains specified in California PRC Section 5097.98. The project could expose people to existing contaminated soil during construction activities. Mitigation Measure HAZ-1 would reduce this impact to less than significant by requiring a soil management plan to be prepared for the project prior to project construction that discusses how to identify impacted soil, outlines strategies for managing contaminated soil if encountered during project construction, and includes a worker health and safety plan for management of contaminated materials. This plan would be followed during all soil disturbing activities. The project could cause impacts to Tribal Cultural Resources. Mitigation Measures TCR-1, TCR-2, and TCR-3, described above, would reduce these impacts to less than significant.

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

Provide a list of the responsible or trustee agencies for the project.

The City intends to apply for federal transportation funds to implement the project. These funds may be administered by the Sacramento Area Council of Governments (SACOG), or the California Department of Transportation (Caltrans). SACOG and Caltrans may therefore act as responsible agencies in the future. In addition, if federal funds are involved, Caltrans may act as the designated National Environmental Policy Act (NEPA) lead agency in the administration of these funds.