

Community Impact Assessment

Broadway Bridge Project

*City of West Sacramento and City of Sacramento, California
Federal Project No.: TGR2DGL 5447(043)*

The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried out by the Department under its assumption of responsibility pursuant to 23 U.S. Code 327.

December 2020



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Community Impact Assessment

STATE OF CALIFORNIA
Department of Transportation
District 3

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Summary

The City of West Sacramento, in cooperation with the City of Sacramento and the California Department of Transportation (Caltrans), proposes to construct a new bridge over the Sacramento River south of the Pioneer Bridge (US 50) to provide local interconnectivity across the river and between neighborhoods. This Community Impact Assessment (CIA) is prepared for the project in accordance with Caltrans policies, procedures, and guidance as defined in the *Standard Environmental Reference* (California Department of Transportation 2011).

Study Area

The project would be located over the Sacramento River between the cities of West Sacramento and Sacramento, approximately 1,000 feet south of the existing Pioneer Bridge (Figure 1-1 depicts the CIA study area, which encompasses the census tracts and individual block groups that intersect with the project limits. The project limits include the combined area of each of the proposed project alternatives. In general, the project limits start in West Sacramento, along 15th Street at Jefferson Boulevard continuing east and over the Sacramento River into the City of Sacramento along Broadway to the 5th Street intersection. The project limits also extend along Jefferson Boulevard approximately 1,300 feet south of the 15th Street intersection to Alameda Boulevard, along South River Road approximately 1,300 feet south and 650 feet north of 15th Street, along Marina View Drive approximately 400 feet south of Broadway, along Front Street approximately 350 feet north and south of Broadway, along 3rd Street approximately 350 feet north of Broadway to X Street, and along 5th Street approximately 200 feet north and south of Broadway. The project limits include proposed improvements to the northbound Interstate 5 (I-5) off-ramp to Broadway.

Land Use

Some temporary and permanent land acquisitions would be necessary for the proposed project; these are discussed in Section 5.5, *Relocations and Real Property Acquisition*. The surrounding land uses are primarily industrial with some commercial and residential development, and land use patterns would not change as a result of the project. In Sacramento, both build alternatives include reconstructing 350 feet of Marina View Drive, which would require minor land use changes near the entrance to the park. Under both alternatives, some existing land use would be converted to a transportation use. Alternative C would require more property acquisitions than Alternative B. For both alternatives, the project is not anticipated to significantly alter the overall land use patterns in the study area. The surrounding communities are considered relatively cohesive, and the proposed project would not change the community character. The project would increase connectivity and accessibility to the riverfront and economic opportunities in both cities.

Growth

Project-related growth is not reasonably foreseeable. While a new bridge would increase capacity, it would serve existing residents and the planned redevelopment of industrial areas. Growth as a result of the project is not anticipated because the project takes place in an urban area that is already densely developed.

Community Facilities and Services

The build alternatives would have temporary impacts on community facilities and services during project construction, such as noise and dust impacts on nearby residents, schools, parks, and trails. Depending on what direction the emergency service is driving to or from, the route could be shorter, or up to about 0.5 mile longer during construction; and shorter during operations, with another option to cross the Sacramento River. A number of public and private utilities would need to be relocated or adjusted to the new ground elevation for both build alternatives, including existing water, sewer, gas, overhead and underground electric, and communication facilities within Broadway, South River Road, 15th Street, and Jefferson Boulevard.

Property Acquisition and Displacement

Acquisition of property is necessary for construction, and new rights-of-way are necessary for both build alternatives. Alternatives B and C would require similar business relocations. Alternative B would permanently acquire approximately 4.6 acres of land in West Sacramento and approximately 5.4 acres in Sacramento. Alternative C would result in slightly more property acquisition than Alternative B, approximately 5.3 acres in West Sacramento and 5.5 acres in Sacramento.

Environmental Justice

Low-income and minority populations are present in the study area, but impacts from the proposed project would not disproportionately affect these populations.

Traffic and Transportation

Both build alternatives would construct a new bridge across the Sacramento River to improve connectivity and accessibility between the cities and to increase economic and recreational opportunities along the waterfront. Construction of the bridge and abutments would result in relatively similar impacts under both alternatives. Detours and a Transportation Management Plan would be in place during construction to minimize the disruption of construction activities on local roadways. Both build alternatives would require modifications to the approved mobility network planned in West Sacramento to add a new intersection for the bridge connection at

South River Road. The bridge connection design of Alternative B would be generally consistent with the approved mobility network. Alternative C would modify that approved network by constructing a new “T” intersection on South River Road and adding turn pockets to allow for over-bridge traffic. In Sacramento, both build alternatives require reconstructing Marina View Drive at the entrance to Miller Park. Alternative C would require more changes along Broadway west of I-5, including modification of property access locations.

Public Involvement

Community input has been incorporated into development of the project to date. The Cities of West Sacramento and Sacramento co-hosted a Riverfront Renaissance community outreach event on June 14, 2017, to inform people of several projects along the riverfront, including Broadway Bridge. A co-hosted public open house was held on July 27, 2017, in conjunction with the release of the notice of preparation of an environmental impact report, in order to share information and solicit public input from the communities in the surrounding area related to the project’s potential environmental effects. Additional public input opportunities will be available as progress on the project and environmental documentation continues.

Table S-1. Summary of Major Potential Impacts from Alternatives

Potential Impact	Alternative B	Alternative C	No Build Alternative
Land use	No impact	No impact	No impact
Consistency with local and regional plans	No impact	No impact	No impact
Parks/recreation	Sacramento River Bike Trail would be reconstructed approximately 1,000 feet north and 300 feet south of Broadway. Entrance to Miller Park would be reconstructed.	Same as Alternative B	No impact
Growth	No impact	No impact	No impact
Community character	No impact	No impact	No impact
Community facilities and services	No permanent impacts on community facilities. Emergency response times could be delayed during construction and would be improved during operations.	Same as Alternative B	No impact
Utilities/emergency services	Various public and private utilities would require relocation. Relocation of Kinder Morgan gas line and communication line under Broadway.	Various public and private utilities would require relocation. Relocation of Kinder Morgan gas line under Broadway.	No impact
Community cohesion	No impact	No impact	No impact
Economic conditions	4 business relocations, 2 in West Sacramento and 2 in Sacramento.	4 business relocations, 2 in West Sacramento and 2 in Sacramento.	No impact
Relocations	15 property acquisitions; 4 business relocations (on 6 parcels)	12 property acquisitions; four business relocations (on 6 parcels)	No impact
Environmental justice	No impact	No impact	No impact
Traffic and transportation/ pedestrian and bicycle facilities	Temporary and permanent changes to circulation and access. Construction-duration impacts would occur, including possible closures and detours. Operational improvements such as new river crossing with bicycle and pedestrian facilities would be beneficial.	Same as Alternative B	No impact

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Acronyms and Abbreviations

BMPs	best management practices
Business 80	Interstate 80 Business
Caltrans	California Department of Transportation
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CIA	Community Impact Assessment
CT	census tract
EIR	environmental impact report
EO	Executive Order
FHWA	Federal Highway Administration
GHG	greenhouse gas
I-5	Interstate 5
MOU	memorandum of understanding
NEPA	National Environmental Policy Act
NEPA Assignment MOU	MOU pursuant to 23 USC 327
OHWM	ordinary high water mark
PG&E	Pacific Gas and Electric Company
Pilot Program	Surface Transportation Project Delivery Pilot Program
RSP	Rock slope protection
SACOG	Sacramento Area Council of Governments
SEL	sound exposure level
sf	square feet
SMUD	Sacramento Municipal Utilities District
TCE	temporary construction easement
TIGER	2014 Transportation Investment Generating Economic Recovery
TMP	Transportation Management Plan
TMP Guidelines	<i>Transportation Management Plan Guidelines</i>
UPRR	Union Pacific Railroad
USC	U.S. Code
USCG	U.S. Coast Guard
WSPD	West Sacramento Police Department

Chapter 1 Introduction

This Community Impact Assessment (CIA) was prepared for the Broadway Bridge Project in accordance with California Department of Transportation (Caltrans) policies, procedures, and guidance as defined in the *Standard Environmental Reference* (California Department of Transportation 2011). The information in this document is a “blended” assessment to comply with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) and other substantive environmental laws applicable to the subjects addressed in this document.

Per authority under “NEPA Assignment,” the environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S. Code (USC) 327.

The following topic areas are not discussed in this CIA:

- **Coastal Zone:** The project is in the cities of West Sacramento and Sacramento, California, approximately 115 miles from the Pacific coast. Therefore, the project is not located in the coastal zone.
- **Wild and Scenic Rivers:** The closest wild and scenic river is the Lower American River, located approximately 2 miles north of the project area at the confluence of the Sacramento and American Rivers (National Wild and Scenic River System 2019).
- **Timberlands:** The project is in an urban area; no timberlands are near the project.
- **Farmlands:** The study area (see Section 1.3, *Study Area*, below) primarily is classified as urban and built-up land. A small area in West Sacramento, south of the study area, is classified as prime farmland. The proposed project would not require any right-of-way acquisitions or otherwise affect important farmland in Yolo County.
- **Housing:** The project would not require housing relocations.

1.1 Laws and Regulation

This document has been prepared to comply with a number of federal and state laws, described in the following sections.

1.1.1 California Environmental Quality Act

CEQA is a California statute passed in 1970, shortly after the United States federal government passed NEPA, to institute a statewide policy of environmental protection. The City of Sacramento is the lead agency under CEQA, with the City of Sacramento as a responsible agency.

1.1.2 National Environmental Policy Act

NEPA established a U.S. national policy promoting enhancement of the environment and establishing the President’s Council on Environmental Quality (CEQ). Caltrans is the lead agency under NEPA for this project and for the majority of transportation projects on the State Highway System with federal funding, as explained in Section 2.2.3, *NEPA Assignment*.

1.1.3 NEPA Assignment

Oversight of the NEPA environmental process for state highway projects has historically been the responsibility of the Federal Highway Administration (FHWA). California participated in the “Surface Transportation Project Delivery Pilot Program” (Pilot Program) pursuant to 23 USC 327, for more than 5 years, beginning July 1, 2007, and ending September 30, 2012. The Moving Ahead for Progress in the 21st Century Act, known as MAP-21 (Public Laws 112–141), signed by President Obama on July 6, 2012, amended 23 USC 327 to establish a revised and permanent Surface Transportation Project Delivery Program. As a result, Caltrans entered into a memorandum of understanding (MOU) pursuant to 23 USC 327 (NEPA Assignment MOU) with FHWA. The NEPA Assignment MOU became effective October 1, 2012. On December 23, 2016, FHWA renewed the Caltrans 23 USC 327 NEPA Assignment MOU for a term of 5 years. This renewal allows Caltrans to continue performing federal environmental responsibilities for highway projects under NEPA and other federal laws. The NEPA Assignment MOU incorporates by reference the terms and conditions of the NEPA Delegation Pilot Program MOU. Caltrans continues to assume FHWA responsibilities under NEPA and other federal environmental laws in the same manner as was assigned under the Pilot Program, with minor changes.

1.1.4 Title VI of the Civil Rights Act

Title VI of the Civil Rights Act of 1964 and related statutes require that there be no discrimination in federally assisted programs on the basis of race, color, national origin, age, sex, or disability; religion is a protected category under the Fair Housing Act of 1968.

1.1.5 Executive Order 12898

Signed by President Clinton in 1994, Executive Order (EO) 12898 established a directive addressing environmental justice impacts of federal actions. Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. This EO directs federal agencies (or their designees) to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law.

1.1.6 Uniform Relocation Assistance and Real Property Acquisition

The Uniform Relocation Assistance and Real Property Acquisition Act intends to: (1) provide uniform, fair, and equitable treatment of persons whose real property is acquired or who are displaced in connection with federally funded projects; (2) ensure that relocation assistance is provided to displaced persons to lessen the emotional and financial impact of displacement; (3) ensure that no individual or family is displaced unless decent, safe, and sanitary housing is available within the displaced person's financial means; (4) help improve the housing conditions of displaced persons living in substandard housing; and (5) encourage and expedite property acquisition by agreement and without coercion.

1.1.7 Americans with Disabilities Act

The Americans with Disabilities Act of 1990 extends the protection of the 1964 Civil Rights Act to the disabled, prohibiting discrimination in public accommodations and transportation and other services.

1.2 Assessment Process and Methods

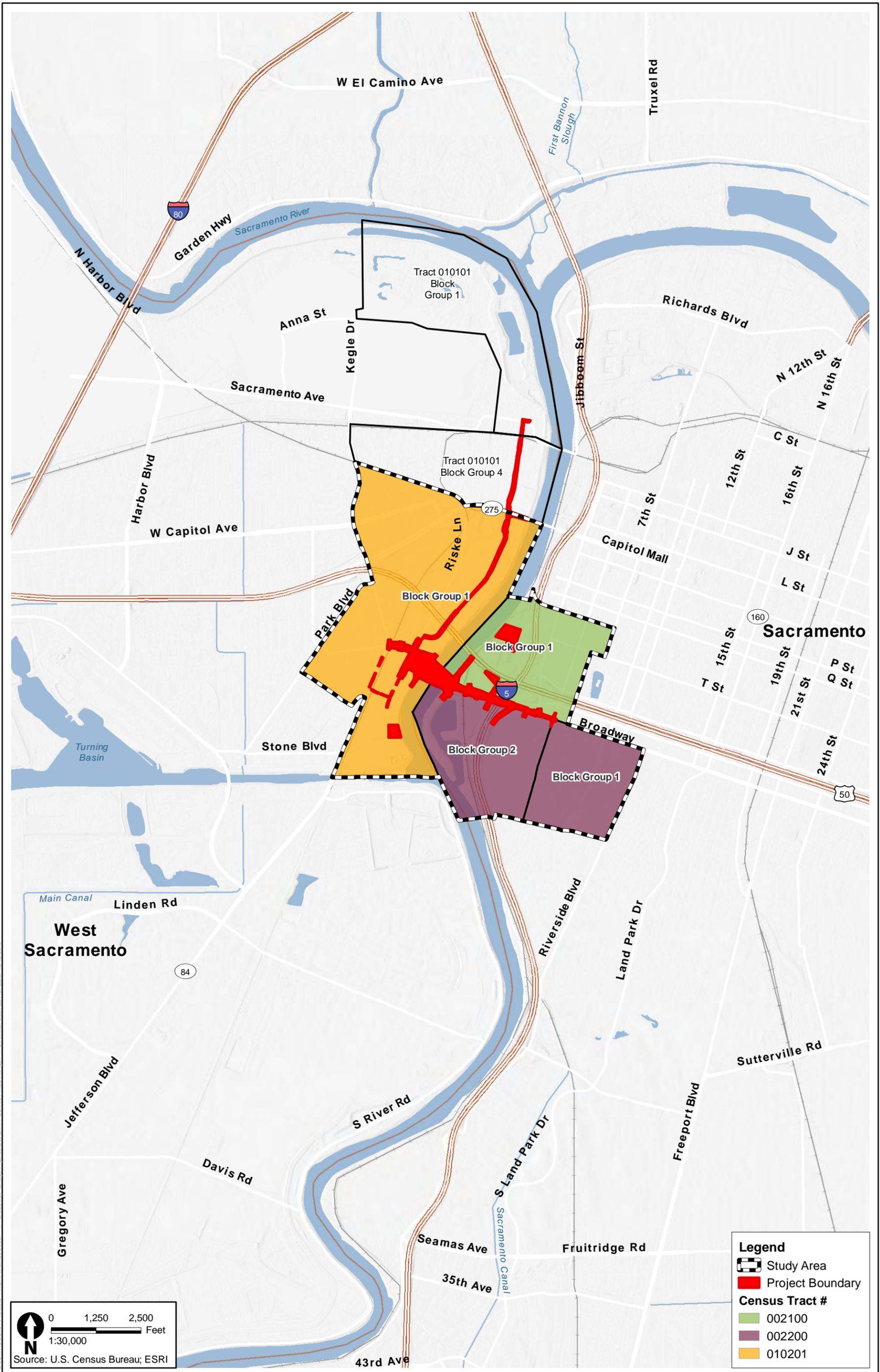
A profile of the community was developed using demographic data from the U.S. Census Bureau and supplemented with information obtained from the cities of Sacramento and West Sacramento and other resources (e.g., Caltrans, city sheriff and fire departments, and other city agencies). Project impacts were determined by comparing the existing conditions to the interim (2030) and design year (2040) conditions. The two build alternatives, Alternatives B and C, are analyzed together where appropriate and separately when impacts differ between the alternatives.

1.3 Study Area

Figure 1-1 depicts the CIA study area. It shows the census tracts (CTs) and individual block groups that intersect with the project limits. The block groups that primarily would be affected by the proposed project are listed below.

- CT 010201 Block Group 1 (West Sacramento)
- CT 002200 Block Groups 1 and 2 (Sacramento)
- CT 002100 Block Group 1 (Sacramento)

The project footprint extends into CT 010101 Block Groups 1 and 4 in West Sacramento but only entails installation of a fiber optic line within the existing right-of-way of 3rd Street in West Sacramento. This work is minor and short term; therefore, these block groups were not analyzed in detail in this CIA.



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Figure 1-1
Community Impact Area
Broadway Bridge Project

Chapter 2 Proposed Project

2.1 Introduction

The City of West Sacramento, in cooperation with the City of Sacramento and Caltrans, proposes to construct a new bridge over the Sacramento River south of the Pioneer Bridge (US 50) to provide local interconnectivity across the river and between neighborhoods. The new connection would serve multiple modes of transportation and comply with current American Association of State Highway and Transportation Officials, Caltrans, and local agency design standards.

The project is subject to state and federal environmental review requirements because of use of 2014 Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants funds from FHWA. Accordingly, project documentation is being prepared in compliance with both CEQA and NEPA. The City of West Sacramento is the lead agency under CEQA, with the City of Sacramento as a responsible agency, and Caltrans is the lead agency under NEPA. The FHWA's other responsibilities for environmental review, consultation, and any other action required in accordance with applicable federal laws for this project will be carried out by Caltrans under its assumption of responsibility pursuant to the NEPA Assignment MOU (see Section 1.1.3, *NEPA Assignment*, above).

This project is included in the Sacramento Area Council of Governments (SACOG) *2016 Metropolitan Transportation Plan/Sustainable Communities Strategy* (Sacramento Area Council of Governments 2016).

The project also is identified in the 2003 *Sacramento Riverfront Master Plan*; the 2011 *Sacramento River Crossings Alternatives Study*; the 2014 *Pioneer Bluff Transition Plan*; the 2015 *Broadway Bridge Feasibility Study*; the *West Sacramento General Plan 2035*; the I-5 Subregional Corridor Mitigation Program; and Sacramento's *West Broadway Specific Plan*.

2.1.1 Project Location

The project would be located over the Sacramento River between the cities of West Sacramento and Sacramento, approximately 1,000 feet south of the existing Pioneer Bridge (Figure 2-1). The project limits include the combined area of each of the proposed project alternatives. In general, the project limits start in West Sacramento, along 15th Street at Jefferson Boulevard continuing east and over the Sacramento River into the City of Sacramento along Broadway to the 5th Street intersection. The project limits also extend along Jefferson Boulevard approximately 1,300 feet south of the 15th Street intersection to Alameda Boulevard, along South River Road approximately 1,300 feet south and 650 feet north of 15th Street, along Marina View Drive approximately 400 feet south of Broadway, along Front Street approximately 350 feet north and south of Broadway, along 3rd Street approximately 350 feet north of Broadway to X Street, and along 5th Street approximately 200 feet north and south of Broadway. The project limits include proposed improvements to the northbound Interstate 5 (I-5) off-ramp to Broadway.

The limits of the installation of a proposed fiber optic line that would be placed in West Sacramento to connect communications of the Broadway Bridge with the proposed replacement for the I Street Bridge—the future connection over the river between C Street and Railyards Boulevard—and the existing Tower Bridge are depicted on Figure 2-1 as extending north along Riverfront Street to Tower Bridge Gateway and 3rd Street, ending at the intersection of 3rd Street and C Street. Last, staging areas that would be accessed via South River Road in West Sacramento and Front Street in Sacramento also are proposed and are included in the project limits.

2.1.2 Background

2.1.2.1 Related Plans and Projects

The proposed Broadway Bridge is included in many planning documents developed by both the cities of West Sacramento and Sacramento. The following plans and projects relate to the proposed project in that they direct or define future development and land use within the project area that could be affected by the proposed project, or they provide context for the future land uses proposed in the project area.

Multi-Jurisdictional Plans and Programs

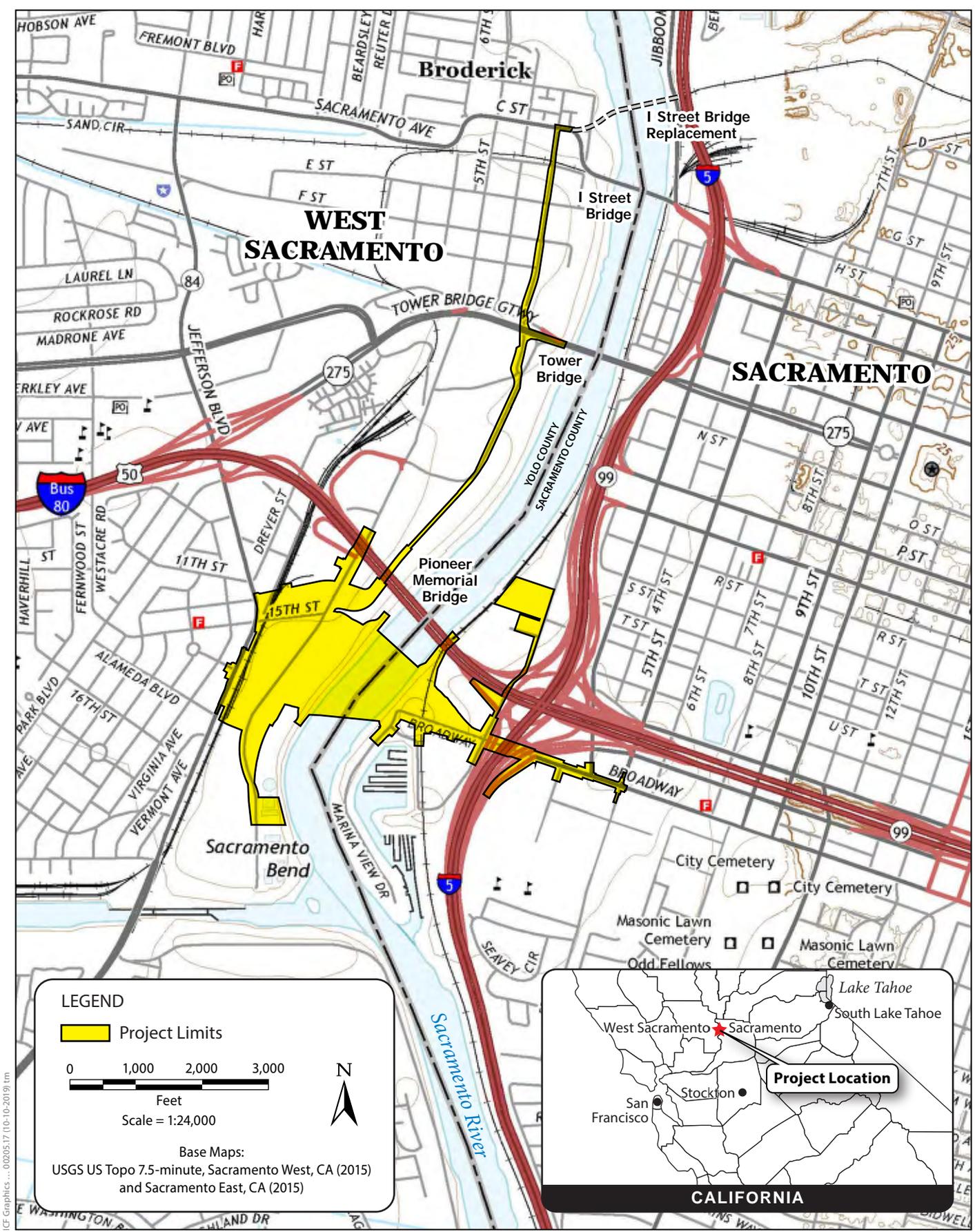
Sacramento Riverfront Master Plan

In 2003, the Cities of West Sacramento and Sacramento adopted the jointly prepared *Sacramento Riverfront Master Plan, a Partnership between the Cities of West Sacramento and Sacramento* (WRT, LLC/Solomon ETC 2003). The master plan is an update to two earlier plans from 1994, the *West Sacramento Riverfront Master Plan* and the *Sacramento Riverfront Master Plan*. The current master plan describes the vision and framework for redevelopment of the riverfront and establishes four guiding principles: creating riverfront neighborhoods and districts, establishing a web of connectivity, enhancing the green backbone of the community, and creating places for celebrations (WRT, LLC/Solomon ETC 2003:2). The master plan identifies a river crossing from Pioneer Bluff to Broadway and calls for the bridge to be multi-modal.

I-5 Subregional Corridor Mitigation Program

In 2014, the Cities of West Sacramento and Sacramento, along with the City of Elk Grove, SACOG, and Caltrans, executed an MOU to develop the I-5 Subregional Corridor Mitigation Program. In 2017, the voluntary program was adopted by West Sacramento and Sacramento as an in-lieu fee mitigation option for development projects that would result in significant effects on freeway mainline traffic volumes.

The in-lieu mitigation fee generates a portion of the funds needed for local transportation improvements within the Subregional Improvement Plan that would offset congestion impacts on local freeway mainlines by reducing vehicle delay and congested vehicle miles traveled. Local transportation projects identified in the plan, such as the proposed project, can reduce congestion on freeway mainlines by providing alternatives to the freeway for local trips. The Broadway



**Figure 2-1
Location Map**

Bridge would provide a local roadway connection alternative for travel between West Sacramento and Sacramento.

West Sacramento Plans and Projects

General Plan 2035

The *City of West Sacramento General Plan 2035 Policy Document* (City of West Sacramento 2016a) guides how the City should develop over time and specifies locations for various land uses, transportation improvements, new parks and open spaces, and other public infrastructure. *General Plan 2035* includes statements to promote the enhancement of river-crossings and bridges (e.g., Mobility Element Policies M-2.11 and M-3.15) and to minimize barriers to accessibility such as the Sacramento River (Mobility Element Policy M-1.8). The plan identifies a crossing of the Sacramento River between Pioneer Bluff and Broadway.

Pioneer Bluff Transition Plan

In West Sacramento, the Pioneer Bluff District is an approximately 125-acre area along a 1-mile stretch of South River Road. Current land uses include storage and distribution facilities for petroleum products, the West Sacramento Public Works Department corporation yard, and other industrial and commercial uses. In 2014, the City of West Sacramento approved the *Pioneer Bluff Transition Plan* (City of West Sacramento 2014). The plan discusses the de-industrialization and planning efforts needed to facilitate the transition of the Pioneer Bluff District to urban land uses. The transition plan provides initial guidelines and actions needed for de-industrialization and coordination with city and regional planning activities. The de-industrialization process started prior to preparation of the transition plan and has continued, as demonstrated by the following.

- **Decommissioning of Wastewater Treatment Plant.** In 2008, one of the first steps toward de-industrialization occurred. West Sacramento decommissioned the wastewater treatment plant located at the southern end of the Pioneer Bluff district.
- **Relocation of Cemex Cement Terminal.** In 2009, Cemex relocated its cement terminal operations from its riverfront location on South River Road at 15th Street. Demolition of the silos and other facilities at the site began in 2014. At the same site, decommissioning of the pier in the Sacramento River is currently underway.
- **Construction of the Mike McGowan Bridge.** The bridge, which opened to traffic in 2014, connects the Pioneer Bluff and Stone Lock Districts via the northern and southern segments of South River Road.
- **Acquisition and Decommissioning of Shell Oil Facility.** In 2017, the Port of West Sacramento acquired the Shell Oil petroleum tank farm located on South River Road south of 15th Street. Through an agreement with the tank farm operator, operations of the tank farm will gradually phase out by March 2021.

The plans for de-industrialization of Pioneer Bluff also include relocation of the Union Pacific Railroad (UPRR) line known as the east-side rail line that parallels the east side of Jefferson Boulevard. Relocation of the tracks is discussed further under *Yolo Rail Relocation*, below.

The Broadway Bridge roadway connection in West Sacramento would be in the Pioneer Bluff District.

Pioneer Bluff and Stone Lock Reuse Master Plan

The City of West Sacramento is preparing a master plan for reuse of both the Pioneer Bluff and Stone Lock Districts. In preparation of the plan, a phased multi-modal transportation circulation network for the plan area was developed and approved by City of West Sacramento City Council in January 2018 (the approved mobility network). For use by the proposed project, the City of West Sacramento summarized in a memorandum the approved mobility network and the maximum employment and dwelling unit projections for the plan area (City of West Sacramento 2018a). The memorandum also included the approximate timeline for implementation of the phases of the mobility network, and the timeline for reuse and development of the other land in the plan area.

The 10- to 15-year phase and the 15+ -year phase of the approved mobility network were used to define the assumed interim (2030) and design year (2040) conditions in West Sacramento. The future condition assumptions are discussed further in Section 2.1.3, *Existing and Future No-Project Conditions*, below.

Bridge District Specific Plan

The *Bridge District Specific Plan*, formerly the *Triangle Plan*, initially was adopted by the City of West Sacramento in 1993. A significantly updated version was adopted in 2009 (City of West Sacramento 2009). The *Bridge District Specific Plan* provides a framework for development of a waterfront-oriented urban district in an area of West Sacramento bounded by Tower Bridge Gateway, US 50, and the Sacramento River, and also includes a small area along the river south of US 50.

The northernmost roadway connection alternative for the Broadway Bridge in West Sacramento would be in the Bridge District Specific Plan area.

Riverfront Street Extension Project

The City of West Sacramento is proposing to extend Riverfront Street approximately 0.15 mile to the south to accommodate circulation and access for a streetcar vehicle maintenance facility. The extension project also would widen the east side of 5th Street/South River Road between Mill Street and 15th Street to add bicycle and pedestrian amenities, provide frontage, and place underground the overhead utilities. The bicycle and pedestrian amenities would include sidewalk along the east side of 5th Street, a cycle track (two-way bike lane) to close a gap in the bike lane network, and enhancements at the Bridge Street and 5th intersection to route bicycles between the River Walk and 5th Street.

Yolo Rail Relocation

In 2014, the City of West Sacramento, along with the Cities of Davis and Woodland and Yolo County, created the Yolo Rail Realignment Partnership to jointly assess the feasibility of

relocating and decommissioning rail lines within their jurisdictions. The assessments prepared for the Partnership identified four conceptual project phases (1, 2A, 2B, and 2C). Phase 2A includes removal of the east-side rail line and six at-grade crossings in West Sacramento, and the addition of a new rail connection between the UPRR mainline and the Port of West Sacramento spur rail terminus.

To advance the relocation of tracks in West Sacramento independently from the overall rail realignment project, in 2017 West Sacramento arranged for a more detailed engineering, environmental, and financial analysis of Phase 2A. The results of the analysis were documented in the *Yolo Rail Realignment Project, Phase 2A Technical Analysis of Alternatives* (HDR 2017). West Sacramento currently is exploring mechanisms to proceed with implementation of the report's recommendations.

Advancing Phase 2A of the rail relocation is consistent with the timeline for the phased multi-modal transportation circulation network in the *Pioneer Bluff and Stone Lock Reuse Master Plan–Broadway Bridge Integration* (as adopted by the West Sacramento City Council in 2018). The approved mobility network for Pioneer Bluff assumes that relocation of the UPRR east-side rail line would occur by 2030. Relocation of the east-side rail line is a necessary component of the redevelopment of Pioneer Bluff and facilitates transportation circulation patterns for the proposed Broadway Bridge.

Sacramento Plans and Projects

2035 General Plan

The *Sacramento 2035 General Plan* (City of Sacramento 2015a) defines the guiding vision for the city and establishes citywide goals and policies. The General Plan citywide goals and policies for mobility specify constructing new multi-modal crossings over the Sacramento River (Policy M1.3.2a). The Citywide Circulation Diagram indicates a planned arterial crossing of the Sacramento River at Broadway.

Broadway Complete Streets Plan and Project

In 2016, the City of Sacramento approved the *Broadway Complete Streets Plan* that proposes improvements along Broadway from 3rd Street east to Franklin Boulevard. The first phase of the plan, from 3rd Street to 16th Street, is expected to be constructed in 2021. As part of the first phase, Broadway would be modified to have two travel lanes, a center two-way left-turn lane, buffered bike lanes, and on-street parking.

The new roadway connection and river crossing that would be created by the proposed project would connect with the improvements that are part of the Broadway Complete Streets Project.

West Broadway Specific Plan

The City of Sacramento adopted a specific plan for an area called West Broadway. The 240-acre plan area generally is bounded by the Sacramento River to the west, US 50 and Broadway to the north, Muir Way and 5th Street to the east, and 4th Avenue and Merkley Way to the south. The

Broadway Bridge connection in Sacramento is located within the *West Broadway Specific Plan* area, and the bridge is recognized in the plan as a future roadway connection.

The plan area includes the Northwest Land Park Planned Unit Development area, an infill project (under construction) known as The Mill at Broadway, Alder Grove Public Housing Community and Marina Vista Public Housing community, William Land Woods Affordable Housing Community, Leataata Floyd Elementary School, Health Professionals High School, approximately 32 acres of existing industrial land uses, Miller Regional Park, and the Sacramento Marina (City of Sacramento 2019).

The *West Broadway Specific Plan* defines the land use regulations and policies for infill development and redevelopment within the plan area and identifies necessary public improvements to support new urban development. The anticipated development will be consistent with the framework of the General Plan which anticipates a mix of traditional and urban-scale housing with neighborhood commercial uses. The City of Sacramento Community Development Department led the preparation of the Specific Plan (City of Sacramento 2019). The plan was adopted by Sacramento City Council on August 25, 2020.

Central City Mobility Project

Following the installation of bikeways in downtown Sacramento in 2018, the Central City Mobility Project is the next step for implementing transportation improvements identified for the central city in the City's *Grid 3.0* and the *Central City Specific Plan*. *Grid 3.0* (City of Sacramento 2016) integrates a number of transportation projects and programs to further enhance the downtown grid. The *City of Sacramento Central City Specific Plan* (City of Sacramento 2018a) establishes a policy framework to guide development and infrastructure decisions in the central city area. The Central City Mobility Project will extend the bikeway network by adding 62 blocks of protected bikeways and converting two segments of one-way streets to two-way, including 5th Street from Broadway north to I Street.

2.1.2.2 River Crossing Studies

Sacramento River Crossing Alternatives Study

In 2011, a *Sacramento River Crossing Alternatives Study* (Fehr & Peers 2011) was prepared for the cities of West Sacramento and Sacramento that studied multiple Sacramento River crossing locations and identified a new bridge crossing the river at the proposed Broadway Bridge location. Subsequent to preparation of the *Sacramento River Crossings Alternatives Study*, in October 2011, Sacramento City Council defined by resolution that new crossings of the Sacramento River shall be "neighborhood friendly." The definition of such crossings includes serving local, rather than regional, travel; being designed with a target speed equal to or less than the approach roadways; having capacity no greater than that already planned for existing approach roadways; serving all users; and, having architecturally pleasing and contextually appropriate aesthetics and dimensions.

Broadway Bridge Feasibility Study

In December 2015, the Cities of West Sacramento and Sacramento completed the *Feasibility Study, Broadway Bridge, West Sacramento, California* (CH2M 2015) that analyzed four bridge crossing alternatives. The four crossing locations identified in the study are listed below.

- Alternative A, connecting directly to Jefferson Boulevard at 15th Street in West Sacramento and Broadway in Sacramento.
- Alternative B, connecting directly to Jefferson Boulevard at 15th Street in West Sacramento, but reconfiguring the South River Road at 15th Street intersection and connecting to Broadway in Sacramento.
- Alternative C1/C2, connecting directly to South River Road in West Sacramento approximately 500 feet south of the existing South River Road at 15th Street intersection and connecting to Broadway in Sacramento.
- Alternative D, connecting directly to South River Road in West Sacramento approximately 1,300 feet south of the existing South River Road at 15th Street intersection and connecting to Broadway in Sacramento.

To develop alternatives for the proposed project, the alignments assessed in the feasibility study were reviewed with consideration of the approved future roadway network and additional design refinements. The feasibility study is available on the internet at https://blob.cityofwestsacramento.org/city/depts/pw/major_projects/bbfs.asp.

2.1.3 Existing and Future No-Project Conditions

Because the proposed project would be constructed in the future, the conditions that are in the project area now will be different based on implementation of the planned future development and infrastructure improvements identified in the related plans and projects described in the *Background* section above. The following sections describe existing conditions and the assumed future conditions for the proposed project in two different future years: an interim year of 2030 and a design year of 2040.

2.1.3.1 Existing Conditions without the Project

In West Sacramento, Pioneer Bluff's existing land uses are industrial, including tank farms and corporation yards. The road network comprises Jefferson Boulevard and South River Road as the north-south connections and 15th Street as the east-west connection. The area also includes the UPRR east-side rail line that runs in the north-south direction parallel to and just east of Jefferson Boulevard.

In Sacramento, existing land uses in the project area are industrial and recreational, including tank farms and Miller Regional Park/Sacramento Marina. The road network consists of Broadway as the east-west connection and Marina View Drive and Front Street as the north-south connections. A two-lane off-ramp from northbound I-5 connects to Broadway between

Front Street and 3rd Street (south). The area also includes railroad tracks owned by California State Parks that run through the project area in the north-south direction.

2.1.3.2 Interim Year (2030) Conditions without the Project

West Sacramento

The approved mobility network was used to develop the network for the interim year (opening day 2030) conditions without the proposed project in West Sacramento. The land use plans for the area include pipeline and tank farm removal or relocation and de-industrialization of Pioneer Bluff.

The following assumptions are for the interim (opening day 2030) roadway network conditions without the proposed project (see Figure 2-2). The figure includes locations for a “Universal Street,” a multi-modal urban street design concept.

- Realignment of 15th Street between Jefferson Boulevard and South River Road to approximately 300 feet south from its existing location.
- Rail Street constructed from Merkley Avenue to 15th Street.
- Eastbound US 50 on-ramp modifications constructed at South River Road.
- Riverfront Street extended to connect to South River Road.
- Widening of South River Road to a four-lane facility (two northbound and two southbound lanes) with a median or left-turn pocket, a sidewalk, and a bike lane on both sides of the road. At the US 50 on-ramp, the cross section would include two northbound left turn lanes onto US 50. Widening would be from Mill Street to approximately 200 feet south of the new 15th Street and South River Road intersection.
- River Walk Trail extended south from Mill Street to run along the Sacramento River and extended west along the Barge Canal to connect to Jefferson Boulevard.
- A planned transportation maintenance facility designed under US 50 near Riverfront Street. The facility would include storage tracks and a maintenance building.
- Relocation of the UPRR east-side rail line that parallels Jefferson Boulevard. Yolo County and the City of West Sacramento plan to relocate the UPRR tracks. The relocation is part of the de-industrialization effort being made in the Pioneer Bluff area (City of West Sacramento 2014).

Deviations from the above roadway network that are part of the proposed project are noted in Section 2.3.1, *Build Alternatives*, below.

Sacramento

The design of the Broadway Complete Street Project was used to develop the interim and design year conditions in Sacramento. The following assumptions are for the interim (opening day 2030) conditions in Sacramento without the proposed project.

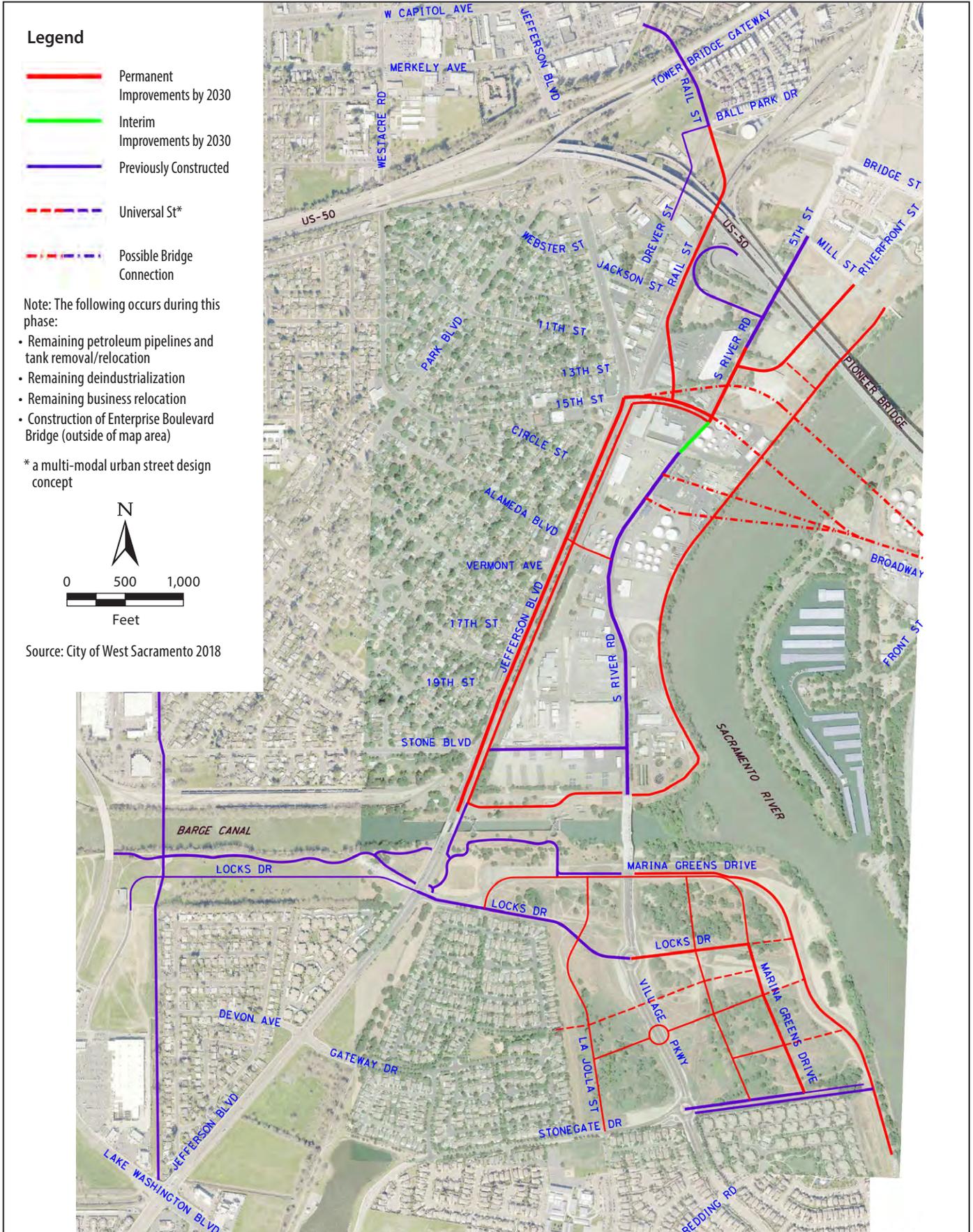


Figure 2-2
Interim Year (2030) Pioneer Bluff and Stone Lock
Approved Mobility Network Phasing Diagram

- Broadway from 3rd Street to Franklin Boulevard converted from a four-lane to a two-lane facility with a two-way left-turn lane.
- Buffered bike lanes on Broadway.
- On-street parking on Broadway in locations where it can be accommodated.

2.1.3.3 Design Year (2040) Conditions without the Project

West Sacramento

The approved mobility network was used to develop the network for design year (2040) conditions without the project in West Sacramento. The roadway network would include the network items listed above for the interim year as well as those listed below (also see Figure 2-3).

- South River Road realigned to the east.
- Rail Street extended from 15th Street to Stone Boulevard.
- Riverfront Street extended from Jefferson Boulevard to South River Road.
- East-west local roadway connections from Jefferson Boulevard to South River Road constructed at Circle Street, Alameda Boulevard, 17th Street, and 19th Street.

Deviations from the above roadway network that are part of the proposed project are noted in Section 2.3.1, *Build Alternatives*, below.

Sacramento

In Sacramento, design year conditions without the proposed project are assumed to be the same as those listed for the interim year.

2.2 Purpose and Need

The proposed project would construct a new bridge over the Sacramento River between the cities of Sacramento and West Sacramento.

2.2.1 Purpose

The purpose and objectives of the project are listed below.

- Increase the number of river crossings that meet current design standards and encourage travel by walking, bicycling, low-energy vehicles, and public transit.
- Increase the number of persons that can safely, efficiently, and reliably cross the river.
- Increase options for emergency response teams to cross the river.
- Increase options for evacuations.

- Improve the connectivity to, and accessibility of, business, recreational areas, and new or redevelopment opportunity sites located in the urban core of Sacramento and West Sacramento without affecting the use of Miller Regional Park or the Sacramento Marina and without precluding, or negatively restricting, redevelopment options in the Pioneer Bluff or West Broadway areas of the cities.
- Reduce trip length distances across the river between major origins and destinations.
- Reduce the growth in transportation-related energy use, air pollution emissions, and greenhouse gas (GHG) emissions.
- Reduce the growth in vehicle traffic on local neighborhood streets, especially cut-through traffic.
- Alleviate growth of local trips on the State Highway System.
- Provide a project design that does not preclude the future addition of light-rail, streetcar, or other mass transit mode, as a separate stand-alone project.

2.2.2 Need

The project is needed for the following reasons.

- Limited connectivity across the river creates longer trip lengths, which discourage walking and bicycling.
- Longer trip lengths create dependence on automobile use that generates negative public health effects and adverse environmental effects such as emissions of air pollutants and GHGs.
- Limited connectivity across the river creates concentrated vehicle traffic flows on existing bridges and their connecting approach roadways, resulting in undesirable travel delays for vehicular traffic, including public bus, transit during weekday peak periods and special events.
- Limited connectivity across the river reduces options for emergency response teams, thereby increasing response times and limiting alternatives for evacuations.
- Limited connectivity across the river is a barrier to economic activity, social exchanges, and recreational opportunities and limits access to jobs within the urban core of Sacramento and West Sacramento.
- Limited connectivity to the riverfront reduces the potential to achieve planned urban development and redevelopment of opportunity sites identified in the adopted plans of Sacramento and West Sacramento.
- Limited connectivity reduces opportunities to use the riverfront for enjoyment and recreation.
- Peak AM/PM congestion caused by local intercity commuters using the State Highway System as a result of having few local river crossing options.

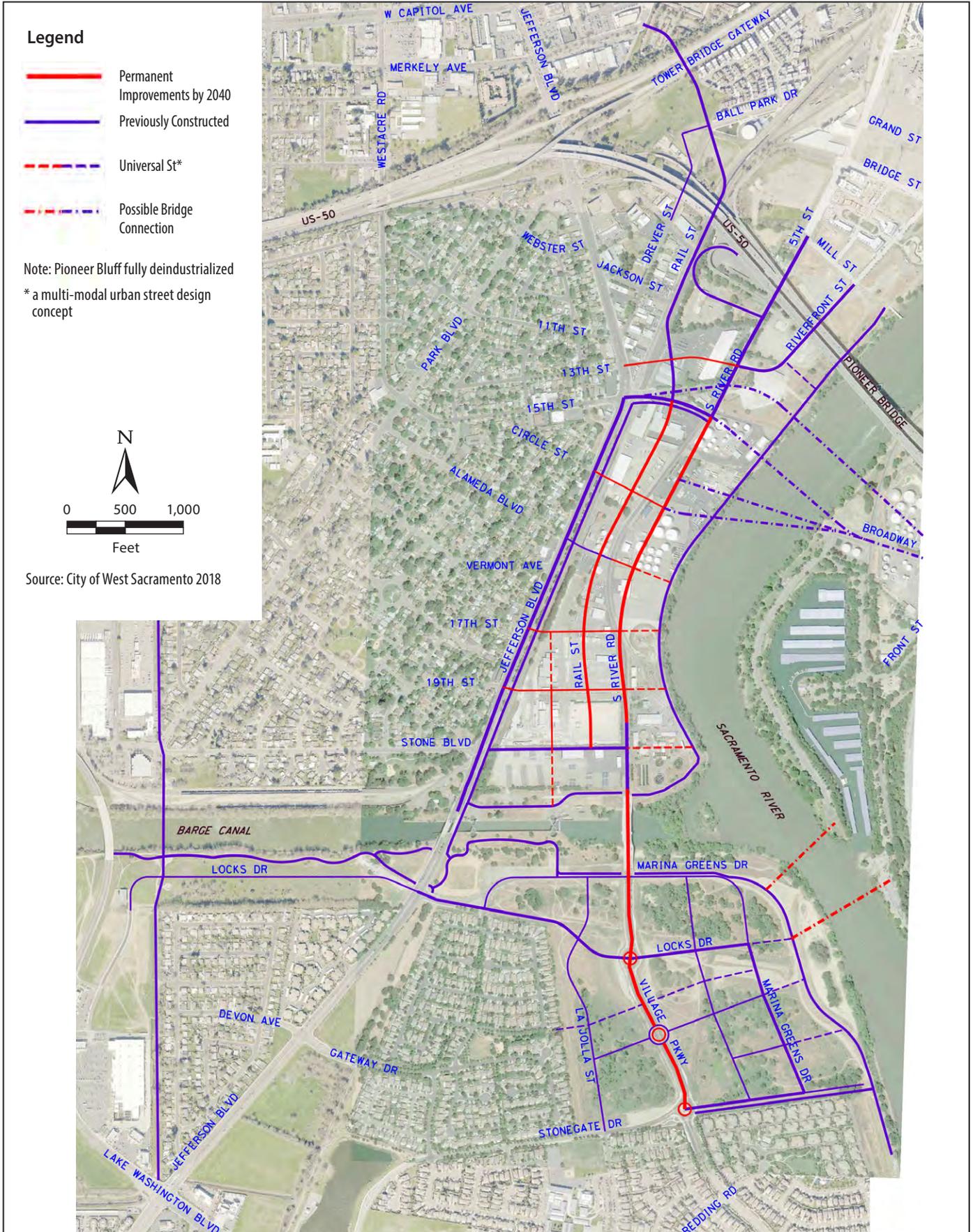


Figure 2-3
Design Year (2040) Pioneer Bluff and Stone Lock
Approved Mobility Network Phasing Diagram

Construction of the proposed project has independent utility because it can provide a local roadway connection between West Sacramento and Sacramento and their existing roadway networks that does not rely on construction of other facilities to operate. The project would meet the purpose and need without being dependent on construction of other projects or improvements.

2.3 Project Description

This section describes the proposed action and the design alternatives that were developed to meet the identified need through accomplishing the defined purpose(s) while minimizing environmental impacts where feasible. The proposed project is in both Yolo and Sacramento Counties and would cross over the Sacramento River between the cities of West Sacramento and Sacramento. The proposed project is located approximately 400 to 1,000 feet south of the Pioneer Bridge (Figure 2-1). The total length of the project is approximately 1.0 mile from Jefferson Boulevard in West Sacramento to the 5th Street and Broadway intersection in Sacramento. The purpose of the project is to increase the number of river crossings over the Sacramento River between West Sacramento and Sacramento. The project is needed because of the existing limited connectivity and longer trip lengths currently required.

The build alternatives under consideration are two alignments for the new bridge and approach roadways. The lettering of each build alternative reflects its similarity to alignments considered in the feasibility study. Figure 2-4 depicts the location of the build alternatives. Appendix A includes preliminary plan view drawings, by phase. A No Build (No-Project) Alternative also is considered.

- Alternative B would realign 15th Street to connect to Jefferson Boulevard in West Sacramento and connect to Broadway at 5th Street in Sacramento. This alignment would require modification to the planned mobility network for South River Road and 15th Street in Pioneer Bluff.
- Alternative C (a modified Alignment C from the *Broadway Bridge Feasibility Study*) would connect as a “T” intersection to South River Road in West Sacramento and connect to Broadway at 5th Street in Sacramento. This alignment would require modification to the planned mobility network for South River Road in Pioneer Bluff.
- The No Build (No-Project) Alternative would *not* build a bridge across the Sacramento River from the Pioneer Bluff area of West Sacramento to Broadway in Sacramento. The future no-project conditions planned by both cities would be developed as proposed.

2.3.1 Build Alternatives

The build alternatives proposed to satisfy the purpose and need for the project are discussed in this section. Each alternative includes design features common to both build alternatives such as construction of a new bridge across the Sacramento River and roadway modifications in West Sacramento and Sacramento. The common design features are discussed first, followed by the unique features of each alternative.

2.3.1.1 Common Design Features of the Build Alternatives

The proposed project would construct a new bridge over the Sacramento River between West Sacramento and Sacramento to facilitate vehicular and multi-modal traffic over the river and reduce traffic congestion, improve multi-modal transportation, and increase emergency options.

The Sacramento River is a navigable waterway of the United States. Under the provisions of the General Bridge Act of 1946, as amended, the U.S. Coast Guard (USCG) must approve the proposed location and plans for bridges over navigable waters of the United States prior to commencing construction.

New Bridge Construction and Roadway Modifications

Bridge Construction

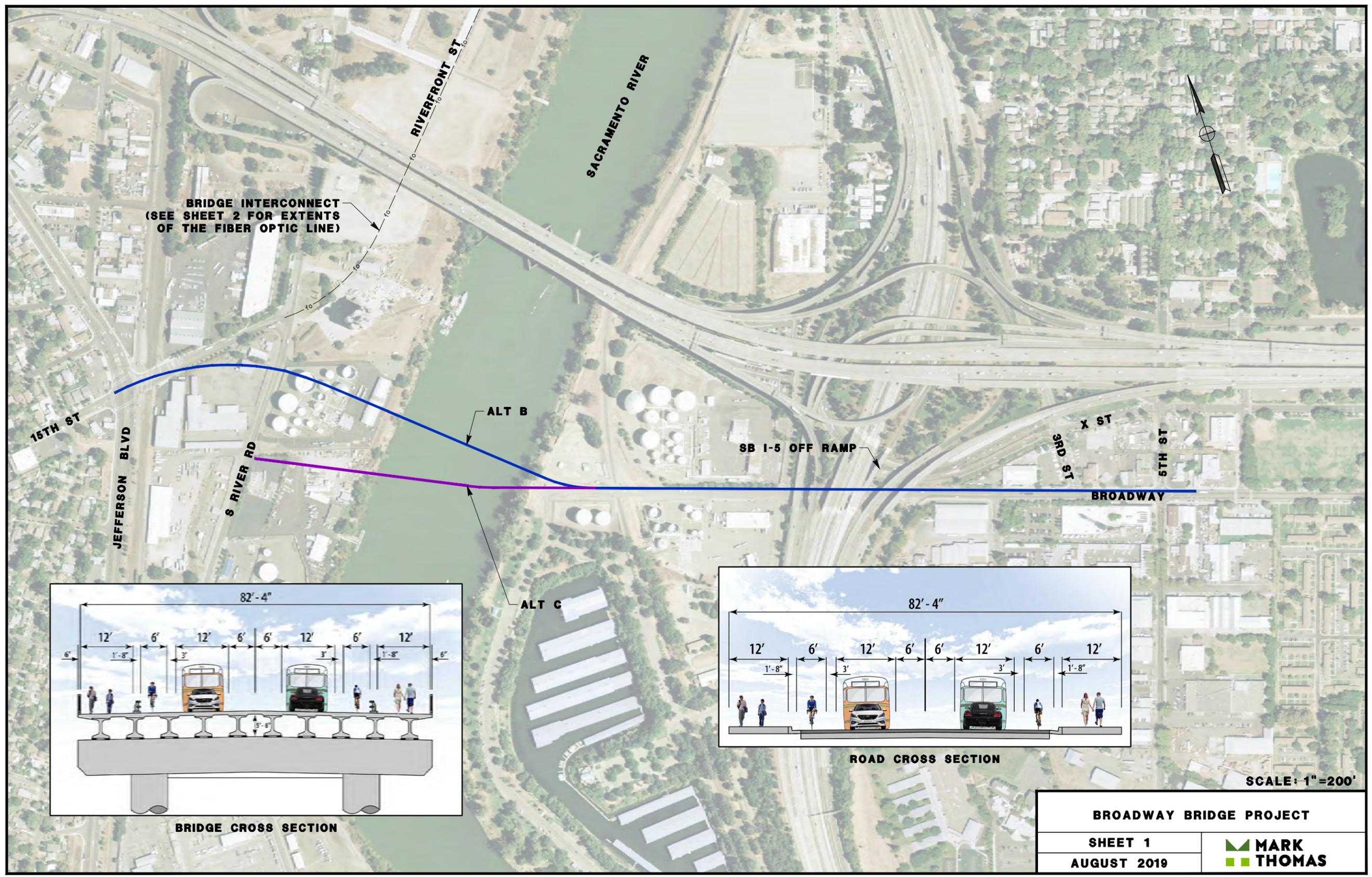
The proposed project would construct a new bridge over the Sacramento River, south of the Pioneer Bridge. The total length of the new bridge would vary from approximately 800 to 1,020 feet, with up to an 83-foot-wide deck consisting of two vehicle lanes, a median, on-street Class II buffered bike lanes, and sidewalks along both sides of the bridge. The bridge would include two fixed-span approach structures that tie into the banks of the river; the structures would vary from approximately 200 to 300 feet in length on the West Sacramento bank and from approximately 450 to 600 feet in length on the Sacramento bank. The center span of the bridge would be movable (see *Bridge Type*, below, for more information on the movable span). The bridge soffit elevation would be set a minimum of 3 feet above the 200-year water surface elevation to comply with the Central Valley Flood Protection Board freeboard requirements. Rock slope protection (RSP) (assumed 1/4 ton stone weight, machine positioned [i.e., Method B]) would be installed on the river side of the bridge abutments both above and below the ordinary high water mark (OHWM) to stabilize approximately 400 linear feet of shoreline on each side of the river.

The two fixed-span approach structures would have a superstructure depth (or total bridge thickness) of approximately 4 to 10 feet depending on the selected alternative. Each approach structure would be a one- to six-span bridge.

The required length of the movable span portion of the bridge was determined through coordination with the USCG. The movable span would provide a 170- to 230-foot clear channel opening (depending on the alignment alternative) that would line up with the western pier of the existing Pioneer Bridge (US 50 bridge) located upstream. The new bridge would have the same minimum vertical clearance of 59 feet above the maximum river elevation of 31 feet in the open position that the existing Pioneer Bridge provides (measured to the 29 National Geodetic Vertical Datum).

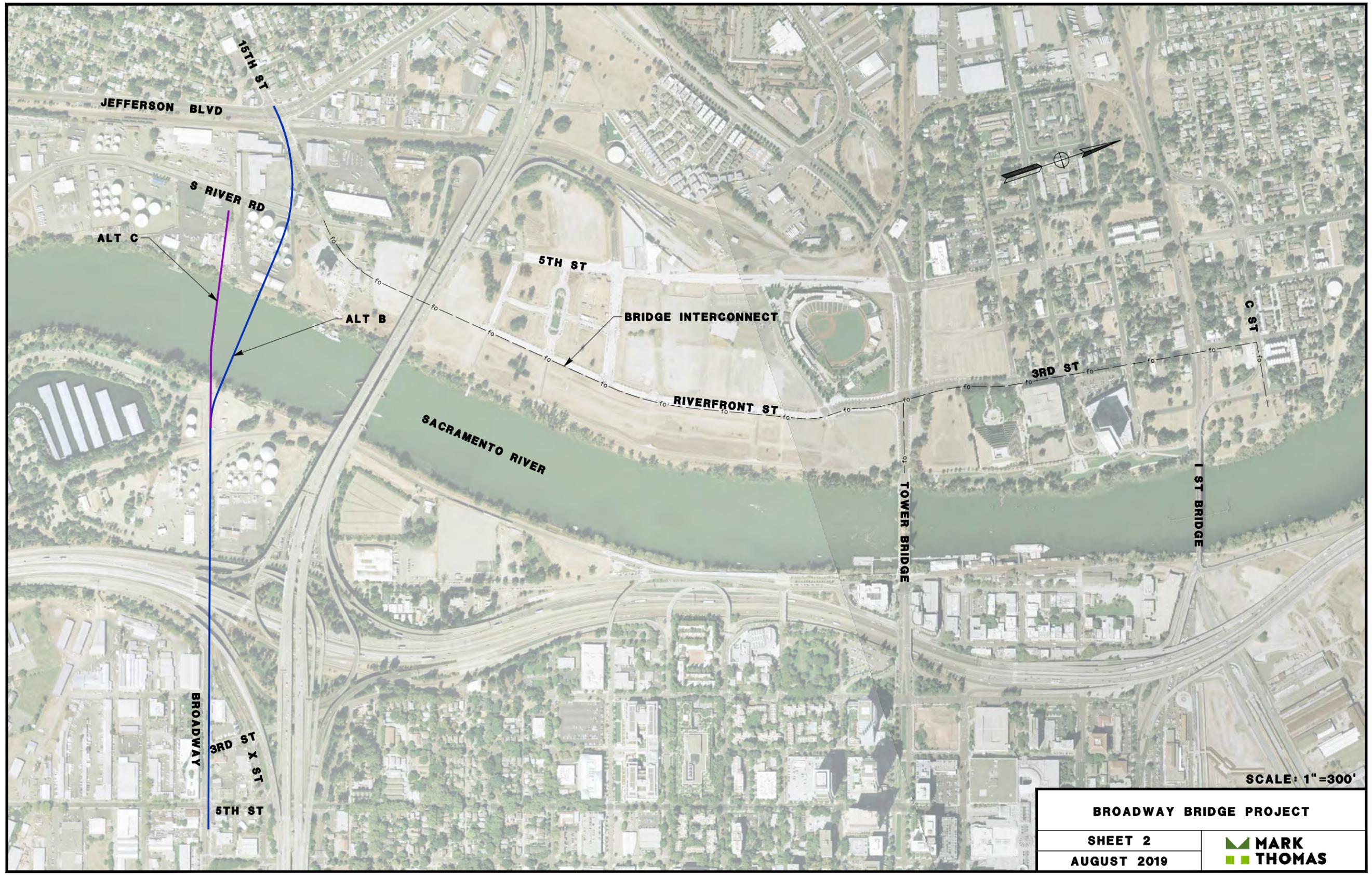
Bridge Type

One of three movable span types would be constructed: a vertical lift span, a swing span or a bascule span. Each bridge alignment alternative could be built as any one of the three types. To address the possible impacts of the bridge type that ultimately is built, the largest in- and over-



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Figure 2-4a
Project Alignment Alternatives



BROADWAY BRIDGE PROJECT	
SHEET 2	
AUGUST 2019	

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Figure 2-4b
Project Alignment Alternatives

water footprint and the greatest number of construction-related impacts of the three types were assumed for the analysis.

After an alignment alternative is selected and the project approved, final aesthetic design criteria will be developed in cooperation with the selected bridge architect. Some of the guiding principles of the bridge aesthetics will be how the bridge fits within the surrounding setting and within the overall Sacramento region history, values, and vision. The selection of the type of movable span would occur as part of the aesthetic design of the bridge.

Regardless of the bridge type that is constructed over the Sacramento River as part of the proposed project, a bridge fender system would be installed around the movable span piers to protect the piers from errant watercrafts that are navigating along the river.

A brief description of each of the three movable span types follows.

Vertical lift span bridges have a movable span that is lifted vertically to permit passage of boats beneath it. The Tower Bridge over the Sacramento River upstream of the proposed Broadway Bridge is an example of a vertical lift span bridge.

Swing span bridges rotate the movable span on a center pivot pier, allowing navigational traffic to pass the bridge on either side of the center pier. Due to the span lengths required by the USCG for the proposed project and the requirement of creating a neighborhood-friendly river crossing with low vertical grades, the superstructure of a swing span would most likely be a through-truss design (the truss would be cross-braced above and below vehicular traffic). The existing I Street Bridge is an example of a swing span bridge.

Bascule span bridges operate by raising into the air one side of a counterweighted movable span while the other side rotates on a horizontal axis. The rotating axis could be fixed (like a hinge) or rolling (like a rocking chair). A bascule bridge can be designed with a single movable span or two movable spans (double bascule bridge). The Freeport Bridge over the Sacramento River in the town of Freeport is a double bascule span bridge.

Over-Water Construction Site Access

Temporary trestles and barges would be used to provide the contractor with access to the river portion of the project area. Together, the trestles and barges would be used to stage construction materials, to provide a working platform for cranes, and for general construction support. The temporary trestles would consist of steel piles that would be driven into place with an impact hammer. Although the temporary work platforms would be removed at the end of the first construction season before the onset of winter, the temporary trestle piles could remain in place for the duration of construction. The barges would be anchored to the river bottom with piles that would be driven into place with an impact hammer. Up to two barges would be anchored in the river at one time. The barges would be repositioned in the channel throughout construction only as needed to complete the work. The barges and temporary piles would be removed after bridge construction is completed.

In-Water Construction Activities

In-water construction activities consist of those that would occur below the OHWM. The activities would be limited to the period of May 1 to November 30 during the two construction seasons. The in-water construction window allows sufficient time for most in-water work to be completed within the first “in-water work season,” thus limiting potential impacts on fish and other species from the activities to primarily one construction season. The in-water work window was selected after consideration of agency in-water work restrictions, timing of the presence of multiple special-status fish species, timing of breeding seasons for other special-status species in the project area, and other constraints. Other construction activities occurring above the OHWM (e.g., work on the abutments and approach superstructure) would not be limited to the in-water window of May 1 to November 30. Additional information on sequencing of construction activities is provided in Figure 2-5.

Temporary falsework platforms would be required to construct the proposed bridge foundations and approach structures. The platforms would be constructed using temporary piles within the river. In addition, temporary cofferdams would be required to construct the bridge piers within the water. The cofferdams would consist of temporary sheetpiles installed around the individual piers. Dewatering inside the cofferdams would be required. In-water construction activities would include the following.

- Installation and removal of steel piles with a vibratory hammer and an impact hammer for the temporary falsework platforms (trestles).
- Installation and removal of steel piles with an impact hammer for anchoring barges.
- Installation of steel sheet piles with a vibratory driver for temporary cofferdams.
- Installation of steel piles for the piers with an impact hammer for the new bridge (although work would occur within dewatered cofferdams, underwater sound would propagate beyond the dewatered cofferdams).
- Installation of steel casings for the piers with a vibratory hammer or hydraulic oscillator/rotator system for the new bridge.
- Installation of concrete piles with an impact hammer for the new bridge fender system.

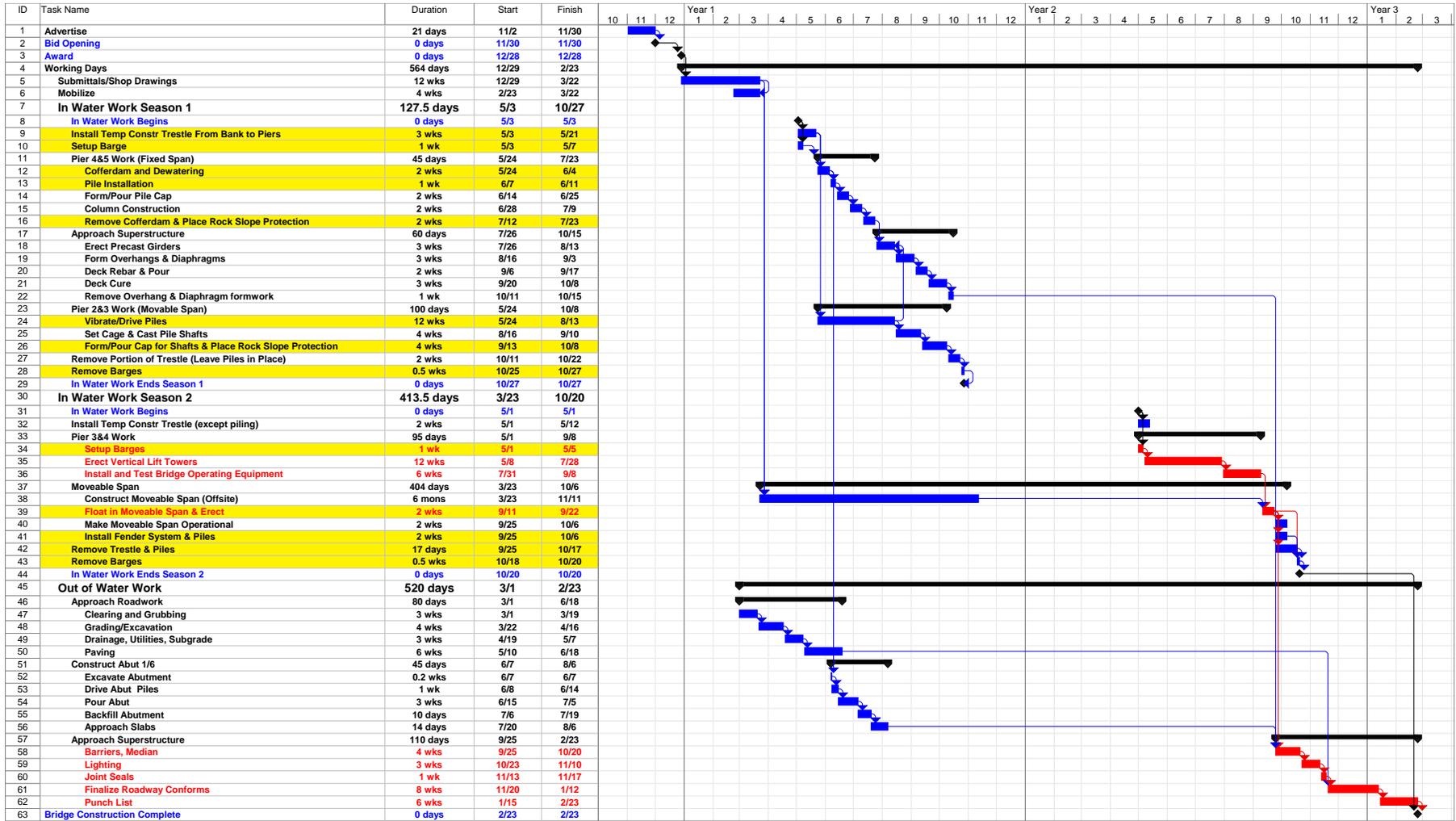
Above-Water Construction Activities

After the temporary cofferdams are installed around the piers, forms would be constructed and concrete poured in the dewatered cofferdams to construct the pile caps. Work then would focus on the pier column construction. After the casings are installed, a rebar cage would be placed into the pile and concrete would be poured into the steel shell. A cast-in-place concrete pier cap would be placed atop the columns to serve as the substructure.

Work then would focus on constructing the approach superstructure. The movable span superstructure likely would be constructed offsite, floated in, and erected when construction of the foundations is completed.

Preliminary Bridge Construction Schedule

7-Day Work Week



Construction Activities with In-water Effects
 Task

Critical Task
 Milestone ◆

Summary

Figure 2-5
 Preliminary Bridge Construction Schedule

Bridge Construction Sequence

Figure 2-5 shows the sequencing of construction activities. All in-water work would be conducted between May 1 and November 30.

Roadway Modifications

Proposed roadway modifications that would be part of all build alternatives are described below. Roadway modifications dependent on a specific alternative are described in Section 2.3.1.2, *Unique Features of Build Alternatives*, below.

City of West Sacramento

In West Sacramento, all build alternatives would include a new intersection for the bridge roadway at South River Road.

City of Sacramento

In Sacramento, common roadway modifications include repaving and reconstructing the sidewalk along Broadway from the new bridge east to 5th Street. Roadway modifications also would include a modified intersection at Marina View Drive and Broadway; widening of the northbound I-5 off-ramp at Broadway to two left-turn lanes and one right-turn lane; and improvements at intersections of Broadway and Front Street, 3rd Street (south), 3rd Street (north), and 5th Street to transition bridge traffic into the roadway network.

Class I Bikeway Improvements

City of West Sacramento

A future Class I River Walk trail extension is planned in West Sacramento. The trail is proposed within the levee setback. As part of the proposed project, the grade of the trail would be separated to allow it to pass under the proposed bridge structure. Cyclists and pedestrians approaching Broadway Bridge in either direction from the trail would have the option to continue along the trail under the new structure, avoiding the need to cross the roadway, or to connect to the structure and cross the river into Sacramento or travel westward in West Sacramento.

City of Sacramento

The existing Class I Sacramento River Bike Trail would be reconstructed approximately 1,000 feet north and 300 feet south of Broadway as part of the proposed project. In order to reconstruct the trail, permanent right-of-way acquisition from four adjacent private parcels would be necessary (acquisitions and easements are discussed in detail in Section 2.3.1.2, *Unique Features of Build Alternatives*, below.). The trail would be grade-separated under the proposed bridge structure. Cyclists and pedestrians approaching Broadway in either direction would have the option to continue along the trail under the new structure, avoiding the need to cross the

roadway, or to connect to the structure and cross the river into West Sacramento or travel westward on Broadway in Sacramento.

Bridge Communication Fiber Optic Line

A fiber optic cable is proposed to interconnect operational communications of the proposed project (the new Broadway Bridge), the Tower Bridge, and the I Street Replacement bridge. The fiber optic line would be placed in West Sacramento under Riverfront Street. From the proposed project, the fiber optic line would run north until Riverfront Street turns into 3rd Street and would end at the intersection of 3rd Street and C Street (see Figure 2-4). The fiber optic line would be installed within an existing City of West Sacramento-owned conduit along Riverfront Street to Tower Bridge Gateway. North of Tower Bridge Gateway, a new conduit would be placed within the 3rd Street right-of-way north to the intersection of 3rd Street and C Street. To minimize ground disturbance, the construction method for the new fiber optic line would be jack and bore.

Storm Water Drainage Management

Stormwater and road runoff drainage for the proposed roadway would be conveyed in a new storm drain system installed approximately 5 feet below the finished road grade of South River Road, 15th Street, and Circle Street in West Sacramento and at Broadway in Sacramento. New storm drain outfalls into the Sacramento River would be constructed near each of the bridge abutments in West Sacramento and Sacramento.

Staging, Storage, and Proposed Access during Construction

Staging areas would be used to store materials and equipment during construction, such as pipe materials, precast manholes and drop inlets, steel girders, piles, and rebar, along with the construction equipment when not in use. In West Sacramento, staging area options are the West Sacramento Corporation Yard (1951 South River Road) or the Shell property recently purchased by the Port of West Sacramento (1509 South River Road). Both staging areas in West Sacramento would be accessed via South River Road and are options on the condition they are still available (have not been redeveloped) at the time the proposed project is constructed.

In Sacramento, one option for a staging area would be closing Broadway to traffic west of Front Street and using the road as a staging area, with access via Broadway to the east. This option would require a traffic detour for continued access to Marina View Drive using Front Street and Miller Park Circle. Another staging area option in Sacramento is use of a vacant lot north of the California Automobile Museum, with access via Front Street.

Staging areas would be in use throughout the construction duration; the areas would be returned to their pre-project conditions at completion of the project.

Utility Relocations

A number of public and private utilities would need to be relocated or adjusted to the new ground elevation as part of the project, including existing water, sewer, gas, overhead and

underground electric, and communication facilities within Broadway, South River Road, 15th Street, and Jefferson Boulevard.

Two existing gas transmission lines, Kinder Morgan and Pacific Gas and Electric Company (PG&E), and a communication line, run under the Sacramento River. The alternatives could conflict with the location of the utility lines and require the utilities to be relocated. Known conflict locations are discussed below in Section 2.3.1.2, *Unique Features of the Build Alternatives*. Utility relocations and adjustments would be conducted prior to or during construction. As part of the final project design process, prior rights will be used to determine who is responsible for the utility relocations.

Traffic Management and Detours during Construction

While most of the project would be constructed outside of existing roadways, some project construction areas would require temporary detours or staged construction.

In West Sacramento, in order to construct the proposed project—including the new intersection at South River Road, a portion of South River Road would be closed to traffic. Closure of 15th Street may also be necessary. Travelers on South River Road south of the proposed project area needing to get to South River Road north of the project area would be detoured around the project to the south and directed to travel over the Mike McGowan Bridge, turn right onto Locks Drive, turn right onto Jefferson Boulevard, right onto Tower Bridge Gateway, and right onto 5th Street that becomes South River Road. The detour would be repeated in reverse for travelers on South River Road north of the project area with the desire to travel south on South River Road.

In Sacramento, construction of street widening and sidewalk improvements under the I-5 viaduct structures would be phased to allow traffic access to Front Street throughout the duration of construction. Miller Park and Sacramento Marina traffic would travel on westbound Broadway, turn left onto southbound Front Street, right onto Miller Park Circle, and then left onto Marina View Drive. About 3,400 feet of the Sacramento River Bike Trail would be closed north and south of Broadway and detoured to the bike lane on Front Street between the Sacramento Marina and where the Sacramento River Bike Trail meets the R Street bicycle/pedestrian bridge.

Project Construction Sequence

The project may be constructed in two phases or in a single phase. The decision to construct in one or two phases will be driven by the extent of redevelopment and implementation of the approved mobility network in the Pioneer Bluff area of West Sacramento at the time project construction starts. If constructed in two phases, an interim (opening day) design phase for the proposed project would include constructing the new bridge and approach roadways with temporary pavement transitions along the existing alignment of South River Road. Construction of this first phase is expected to take approximately 36 months, with two seasons of in-water work. A subsequent phase, the design year phase, would take approximately 6 months and would complete the remaining project roadway construction consistent with the full buildout of the approved mobility network (Figure 2-3). The roadway connection to the bridge and all other project improvements in Sacramento would be constructed during the first phase. If the project is

built in a single phase, construction is expected to take 36 months. Information on the sequencing of construction activities is provided in Figure 2-5.

Environmental Commitments

Each project build alternative includes environmental commitments that are part of the project description. The environmental commitments, such as best management practices (BMPs), are to be considered in conducting the environmental analysis and determining effects and findings. The purpose of environmental commitments is to reflect and incorporate best practices into the project that avoid, minimize, or offset potential environmental effects. Note: The term “mitigation” is specifically applied in this document only to designate measures required to reduce environmental effects triggering a finding of significance. These best practices tend to be relatively standardized and compulsory; they represent sound and proven methods to reduce the potential effects of an action. The rationale behind including environmental commitments is that the project proponent commits to undertake and implement these measures as part of the project in advance of effect findings and determinations in good faith to improve the quality and integrity of the project, streamline the environmental analysis, and demonstrate responsiveness and sensitivity to environmental quality.

Runoff and Erosion Control Practices

As is standard with all construction projects that disturb soil, the construction contractor would be required to install temporary BMPs to control any runoff or erosion from the project site into the surrounding storm drain systems and waterways to be compliant with local, state, and federal water quality regulations. Temporary BMPs would be installed prior to any construction operations and would be in place for the duration of the contract. Removal of the temporary BMPs would be the final operation, along with project site cleanup.

In-Water Sound and Shock Level Minimization

The following BMPs would be implemented during construction of pier columns for bridge and during placement and driving of piles and temporary sheet piles for cofferdams (if needed). The cofferdams would be removed when pier column construction is completed.

- Install bubble curtains around piles during impact driving and proofing operations to dampen underwater sound shockwaves.
- Conduct several dry or dead blows with the hammer initially to frighten fish away from the pile before the pile is driven or proofed with an impact pile driver. Implementation of several dry or dead blows with the hammer initially to frighten fish away is being proposed because the use of a cushioning block or similar feature would result in more strikes being needed to drive the piles, thereby resulting in a greater chance of exceeding the cumulative sound exposure levels (SELs) without significantly reducing peak SELs.

Transportation Management Plan

A Transportation Management Plan (TMP) would be developed for use during project construction. The TMP would incorporate strategies described in the *California Manual on*

Uniform Traffic Control Devices (California Department of Transportation 2014) and Caltrans' *Transportation Management Plan Guidelines* (TMP Guidelines) (California Department of Transportation 2015), selected in accordance with the scale and scope of the project and the variety of transportation facility types and jurisdictions in the project area. The TMP would direct the process and procedures for dissemination of information to the public and motorists, provide guidance for implementation of incident management, describe construction strategies for traffic handling and guiding traffic through work zones, address traffic demand management during construction, and describe and direct the implementation of alternate routes or detours.

Environmental Stewardship

Construction and implementation of the project would conform with applicable policies identified in the elements of the West Sacramento and Sacramento General Plans, the requirements of the West Sacramento and Sacramento city codes, and Caltrans *Standard Specifications* Section 14, *Environmental Stewardship* (California Department of Transportation 2018:225–240). In addition to environmental protections established by state and federal law, City and Caltrans policies and standards address responsibilities for many environmental areas, such as air pollution; noise limits; protection of lakes, streams, and other water bodies; use of pesticides; safety; sanitation; convenience for the public; and damage or injury to any person or property as a result of construction.

2.3.1.2 Unique Features of Build Alternatives

Two combined bridge and roadway alignment alternatives are being considered (Figure 2-4). While each alternative for the project could be constructed in a single phase, the discussion of each alternative's unique features is separated into the components that would be constructed by the project as part of an interim (opening day) phase and the remaining components that would be constructed as part of the design year phase. At the interim year, the new bridge across the Sacramento River would be constructed and open to traffic. By the design year, the remaining improvements and roadway connections proposed as part of the project would be constructed to allow the full, final design of the proposed project to be operational. See Section 2.1.3, *Existing and Future No-Project Conditions* for interim and design year condition assumptions without the project. If the project is constructed in a single phase, the efforts needed to construct the new bridge and the ultimate (design year) roadway alignment configuration would be completed at the same time.

Appendix A includes preliminary plan view drawings for each alternative, by phase.

Deviations from the approved mobility network in West Sacramento that are part of the proposed project are noted by alternative in the subsections below.

Alternative B

Alternative B would realign 15th Street between Jefferson Boulevard and South River Road, consistent with the approved mobility network shown in Figure 2-2, to connect the new bridge to the roadway network in West Sacramento. The bridge would connect to Broadway on the Sacramento side.

Interim Year Features of Alternative B

Project features that would be constructed and in operation by 2030 include the following.

- New bridge and roadway modifications, including a redesigned intersection connection for the bridge at 15th Street and new turn pockets on South River Road to facilitate traffic turning movements at the bridge connection in West Sacramento.
- Stormwater drainage management features.
- Utility relocations.
- Fiber optic cable installation for operational communications.

In West Sacramento, modifications to the approved mobility network would be necessary for construction of Alternative B. These modifications include the following.

- Constructing a northbound right-turn pocket on South River Road at 15th Street.
- Constructing a southbound right-turn pocket on South River Road at 15th Street.

In Sacramento, Alternative B requires the following modifications to the existing (or planned opening day) conditions.

- Reconstructing 350 feet of Marina View Drive to provide for a new connection to Broadway
- Modifying property access along Broadway west of I-5

The existing at-grade State Parks railroad crossing at Broadway would remain in the same location.

Construction of the interim year design of Alternative B would create 2.0 acres of new impervious surface.

RSP would be installed on the river side of the bridge abutments both above and below the OHWM to stabilize the shoreline on each side of the river. The estimated linear feet and area and volume above and below the OHWM are shown in Table 2-1.

Table 2-1. Estimated Rock Slope Protection Needed for Alternative B

Location	Linear Feet of Shoreline	Area (square feet)	Area below OHWM (square feet)	Volume below OHWM (cubic yards)	Volume above OHWM (cubic yards)
West Sacramento shoreline	426	31,033	12,833	1,569	2,224
Sacramento shoreline	398	27,589	11,293	1,380	1,992
Total	824	58,622	24,126	2,949	4,216

OHWM = ordinary high water mark.

Design Year Features of Alternative B

Project features that would be constructed by 2040 include the following.

- Roadway alignment modifications in West Sacramento necessary to shift the alignment of South River Road and connection of the new bridge to the east to conform with the approved mobility network alignment of South River Road.
- Roadway striping and turn pocket additions on Jefferson Boulevard, South River Road and Alameda Boulevard.

In both West Sacramento and Sacramento, no additional modifications to the assumed design year conditions without the project would be needed.

Construction of the design year features of Alternative B would not increase impervious surface area from that created during the interim year phase.

Utility Relocations, Alternative B

The proposed location of the eastern bridge abutment conflicts with the location of the Kinder Morgan gas transmission line. The under-river portion of the line can remain in place; however, Alternative B would require relocation of a portion of the gas line located under Broadway. This alternative’s bridge alignment does not conflict with the location of the PG&E gas transmission line.

Alternative B also conflicts with the location of a communication line at the eastern bridge abutment. Similar to the Kinder Morgan gas line, the under-river portion of the communication line can remain in place, but the project would require the relocation of a portion of the communication line under Broadway.

Property Acquisitions, Alternative B

Under Alternative B, permanent property acquisitions or permanent easements would be necessary to construct the project. Temporary construction easements (TCEs) also would be needed. The acquisitions described below assume that the project is constructed in two phases. The acquisitions that would be needed for the interim and ultimate design years are identified in Table 2-2.

Table 2-2. Property Acquisitions Needed for Alternative B

Assessor’s Parcel Number	Total Parcel Size (acres)	Interim Year Permanent Acquisition (acres)	Design Year Permanent Acquisition (acres)	Interim Year TCE (acres)	Design Year TCE (acres)	Business Relocation Necessary? (yes, no)
West Sacramento						
058-027-006	2.579		0.023		0.013	No
058-027-014	7.568	0.120		0.015		No
058-028-003	3.530	1.005	0.056	0.089	0.012	No
058-028-005	6.010	2.920	0.200	0.325	0.065	No
058-028-006	0.473	0.056		0.055		Yes

Assessor's Parcel Number	Total Parcel Size (acres)	Interim Year Permanent Acquisition (acres)	Design Year Permanent Acquisition (acres)	Interim Year TCE (acres)	Design Year TCE (acres)	Business Relocation Necessary? (yes, no)
058-028-007	0.911	0.177		0.027		Yes
843-57-5-7	6.477	0.064		0.019		No
Sacramento						
009-0012-008	1.598	0.220		0.074		Yes*
009-0012-038	0.033	0.033				No
009-0012-064	2.673	2.673				No
009-0012-065	0.793	0.793				No
009-0012-071	2.494	0.378		0.159		Yes*
009-0012-072	6.903	0.049		0.068		Yes*
009-0020-001	1.525	0.605		0.083		No
009-0030-054	5.616	0.657		0.274		Yes*

TCE = temporary construction easement.

* Assumes the fill slopes shown along realigned Broadway in Appendix A. No business relocation would be necessary if retaining walls are constructed instead of fill slopes to support the increase in elevation and widening of Broadway between the bridge and Front Street.

Alternative C

Alternative C (modified from the feasibility study) would connect to South River Road at a new intersection between 15th Street and Circle Street on the West Sacramento side and would connect to Broadway on the Sacramento side.

Interim Year Features of Alternative C

Project features that would be constructed and in operation by 2030 include the following.

- New bridge and roadway modifications, including construction of a new “T” intersection on the existing alignment of South River Road.
- Stormwater drainage management features.
- Utility relocations.
- Fiber optic cable installation for operational communications.

In West Sacramento, modifications to the approved mobility network shown in Figure 2-2 would be necessary for Alternative C. These modifications include the following.

- Creating a “T” intersection on South River Road between 15th Street and the future Circle Street location.
- Constructing an interim northbound right-turn pocket on the existing alignment of South River Road at Broadway.
- Constructing an interim southbound left-turn pocket on the existing alignment of South River Road at Broadway.

In Sacramento, Alternative C requires the following modifications to existing conditions.

- Reconstructing 350 feet of Marina View Drive to provide for a new connection to Broadway.
- Modifying property access along Broadway west of I-5.

The existing at-grade State Parks railroad crossing at Broadway would remain in the same location.

Construction of the interim year design of Alternative C would create 2.2 acres of new impervious surface. RSP would be installed on the river side of the bridge abutments both above and below the OHWM to stabilize the shoreline on each side of the river. The estimated linear feet and area and volume above and below the OHWM are shown in Table 2-3.

Table 2-3. Estimated RSP Needed for Alternative C

Location	Linear Feet of Shoreline	Area (square feet)	Area below OHWM (square feet)	Volume below OHWM (cubic yards)	Volume above OHWM (cubic yards)
West Sacramento shoreline	466	29,455	10,779	1,317	2,283
Sacramento shoreline	395	19,363	8,652	1,058	1,309
Total	861	48,818	19,431	2,375	3,592

OHWM = ordinary high water mark.

Design Year Features of Alternative C

Project features that would be constructed by 2040 include the following.

- Roadway alignment modifications in West Sacramento necessary to shift the alignment of South River Road and the “T” intersection connection of the new bridge approximately 100 feet to the east to conform with the approved mobility network alignment of South River Road.
- Roadway striping and turn pocket additions on Jefferson Boulevard, South River Road and Alameda Boulevard.

In West Sacramento, additional modifications to the approved mobility network would be necessary to construct the design year components of Alternative C. Leading up to the design year, development in Pioneer Bluff will occur following a new alignment of South River Road (road shifting to the east as shown in Figure 2-3). After the construction of the proposed project in the interim year, the new alignment of South River Road would require the proposed project to reconstruct the bridge’s roadway connection to match. Modifications to the approved mobility network in West Sacramento include the following.

- Creating a new “T” intersection matching the new more eastern alignment of South River Road between 15th Street and Circle Street.
- Constructing the final northbound right-turn pocket on South River Road at Broadway.
- Constructing the final southbound left-turn pocket on South River Road at Broadway.

In Sacramento, no additional changes from the interim design are needed.

Construction of the design year features of Alternative C would not increase impervious surface area from that created during the interim year phase.

Utility Relocations, Alternative C

The proposed location of the eastern bridge abutment conflicts with the location of the Kinder Morgan gas transmission line. The under-river portion of the line can remain in place; however, Alternative C would require relocation of a portion of the gas line located under Broadway. This alternative does not conflict with the location of the PG&E gas transmission line or the under-river communication line.

Property Acquisitions, Alternative C

As with Alternative B, permanent property acquisitions or permanent easements would be necessary for Alternative C. TCEs also would be needed. The acquisitions described below assume that the project is constructed in two phases. The acquisitions that would be needed for the interim and ultimate design years are identified in Table 2-4.

Table 2-4. Property Acquisitions Needed for Alternative C

Assessor's Parcel Number	Total Parcel Size (acres)	Interim Year Permanent Acquisition (acres)	Design Year Permanent Acquisition (acres)	Interim Year TCE (acres)	Design Year TCE (acres)	Business Relocation Necessary? (yes, no)
West Sacramento						
058-027-006	2.579	0.777	0.810	0.080	0.058	Yes
058-027-007	0.450	–	0.104	–	0.025	No
058-027-014	7.568	2.762	–	0.102	–	Yes
058-028-005	6.010	0.680	0.136	0.137	0.071	No
Sacramento						
009-0012-008	1.598	0.223	0.223	0.074	0.074	Yes*
009-0012-038	0.033	0.033	0.033	0.000	0.000	No
009-0012-064	2.673	2.673	2.673	0.000	0.000	No
009-0012-065	0.793	0.793	0.793	0.000	0.000	No
009-0012-071	2.494	0.394	0.394	0.158	0.155	Yes*
009-0012-072	6.903	0.063	0.063	0.074	0.069	Yes*
009-0020-001	1.525	0.682	0.682	0.082	0.081	No
009-0030-054	5.616	0.672	0.672	0.428	0.270	Yes*

TCE = temporary construction easement.

* Assumes the fill slopes shown along realigned Broadway in Appendix A. No business relocation would be necessary if retaining walls are constructed instead of fill slopes to support the increase in elevation and widening of Broadway between the bridge and Front Street.

2.3.2 No Build (No-Project) Alternative

Under the No Build Alternative, a bridge across the Sacramento River from the Pioneer Bluff area of West Sacramento to Broadway in Sacramento would not be built. In West Sacramento, the redevelopment of Pioneer Bluff would continue as Riverfront Mixed-Use following the City's General Plan and the guidance in the *Pioneer Bluff Transition Plan* (approved 2014), the

Pioneer Bluff and Stone Lock Reuse Master Plan (pending approval) and the approved mobility network (as approved by West Sacramento City Council in 2018).

In Sacramento, plans for, and implementation of, roadway improvements and redevelopment would continue consistent with the West Broadway Specific Plan and the Broadway Complete Streets Plan.

2.4 Permits and Approvals Needed

Table 2-5 identifies the permits, approvals, and coordination that would be required for the proposed project and their status.

Table 2-5. Permits and Approvals Needed

Agency	Permit/Approval	Status
City of West Sacramento	City Council approval of project	Not yet initiated
City of Sacramento	City Council approval of project as co-sponsor and responsible agency	Not yet initiated
U.S. Coast Guard	Authorization under General Bridge Act of 1946, as amended, for new bridge over navigable waters of the United States	Initiated
U.S. Army Corps of Engineers	Section 404 Clean Water Act authorization for fill of waters of the United States Section 408 Clean Water Act authorization for excavations in regulated levees	Not yet initiated
National Marine Fisheries Service	Coordination regarding threatened and endangered species	Not yet initiated
U.S. Fish and Wildlife Service	Coordination regarding threatened and endangered species	Not yet initiated
California Department of Fish and Wildlife	Section 1602 Department of Fish and Game Code Streambed Alteration Agreement	Not yet initiated
California Public Utilities Commission	GO-88B permit to modify at-grade railroad crossing	Not yet initiated
State Water Resources Control Board	Statewide National Pollutant Discharge Elimination System Permit (NPDES) compliance Statewide construction general permit stormwater pollution prevention plan (SWPPP) compliance	Not yet initiated
Central Valley Regional Water Quality Control Board	Clean Water Act Section 401 Water Quality Certification NPDES permit compliance Waste Discharge Requirements compliance for stormwater discharges and surface water protection	Not yet initiated
Central Valley Flood Protection Board	Encroachment Permit	Not yet initiated
State Lands Commission	Lease of State Lands	Not yet initiated
Sacramento Area Flood Control Agency	Approval of changes to levee	Not yet initiated
West Sacramento Area Flood Control Agency	Approval of changes to levee	Not yet initiated
Sacramento Metropolitan Air Quality Management District	Formal notification prior to construction	Not yet initiated
Yolo-Solano Air Quality Management District	Formal notification prior to construction	Not yet initiated

Chapter 3 Land Use

3.1 Existing and Future Land Use

This section discusses the affected environment; environmental consequences; and avoidance, minimization, and mitigation measures for existing and future land use in the study area.

3.1.1 Affected Environment

The proposed project spans portions of two counties (Yolo and Sacramento) and two cities (West Sacramento and Sacramento). Overall, the study area is densely developed and is surrounded by commercial, industrial, and residential development. Existing land uses, land use designations, and development trends are described below by block group. Block groups are shown in Figure 1-1.

3.1.1.1 West Sacramento

Existing Land Use

The West Sacramento portion of the study area contains land uses that are primarily residential, industrial, commercial, and open space/recreational.

CT 010201 Block Group 1 is bordered by Capitol Mall/Highway 275 on the north, the Sacramento River on the east, Highway 84/Park Boulevard on the west, and Stone Boulevard on the south. This block group contains several recreational and open space land uses, including Raley Field, Garden Park, and River Walk Trail along the waterfront. Land uses north of Interstate 80 (I-80) between Jefferson Boulevard and the waterfront are residential. Land uses are primarily industrial south of I-80 between Jefferson Boulevard and the waterfront. Businesses such as Ebi Aggregates, Cen-Cal Wallboard Supply, Ramos Oil Company, BP West Coast Products, Greyhound Maintenance Service Center, Shell Oil Company, and West Sacramento Public Works are located in this block group. The land uses west of Jefferson Boulevard are largely single-family residential with scattered commercial businesses.

CT 010201 Block Group 2 is bordered by 16th Street on the north, Highway 84 on the east, Park Boulevard on the west, and the Sacramento Deep Water Ship Channel on the south. This block group is comprised of single-family residential uses with some scattered commercial uses. Several neighborhood parks, including Fred and Leila Homes Park, Memorial Park, and Sam Combs Park, are located in this block group.

Land Use Designations

The West Sacramento portion of the study area contains a mix of land uses, including rural-residential (RR) and rural-estate (RE); low, medium, medium-high, and high-density residential; commercial; office; public/quasi public (POP); and industrial. The riverfront is designated as

recreational/park (RP), riverfront mixed-use (RMU), and open space (OS). The land surrounding Lake Washington and the Port of Sacramento Deep Water Ship Channel is designated as water-related industrial (WRI). See Figure 3-1 for the general plan land use designations in the West Sacramento portion of the study area (City of West Sacramento 2016b).

Development Trends

West Sacramento has experienced rapid population growth since 1990, which has brought significant land use change, including new residential development in the outlier areas and redevelopment within existing built-up areas. West Sacramento has adopted specific plans to help guide and implement land use planning in different areas of the city.

As stated in Chapter 2, the *Pioneer Bluff and Stone Lock Reuse Master Plan* is being prepared for redevelopment of both the Pioneer Bluff and Stone Lock Districts in West Sacramento. The Pioneer Bluff District is located south of US 50, between Jefferson Boulevard and the Sacramento River, and is bordered on the south by the Sacramento Deep Water Ship Channel. The land uses are primarily industrial, and the plan would de-industrialize this area and transition this land to urban waterfront development. The Stone Lock District is located south of the Sacramento Deep Water Ship Channel in the vacant land north of the existing Southport subdivisions. In this district, improved recreational facilities will be concentrated around the Barge Canal. The *Pioneer Bluff Transition Plan* provides the initial framework for de-industrializing the area (see Section 2.1.2.1, *Related Plans and Projects*, above).

Other development projects in the project vicinity are in the planning and approval stages; however, projected dates of construction are not known at this time. These projects are listed in Table 3-1.

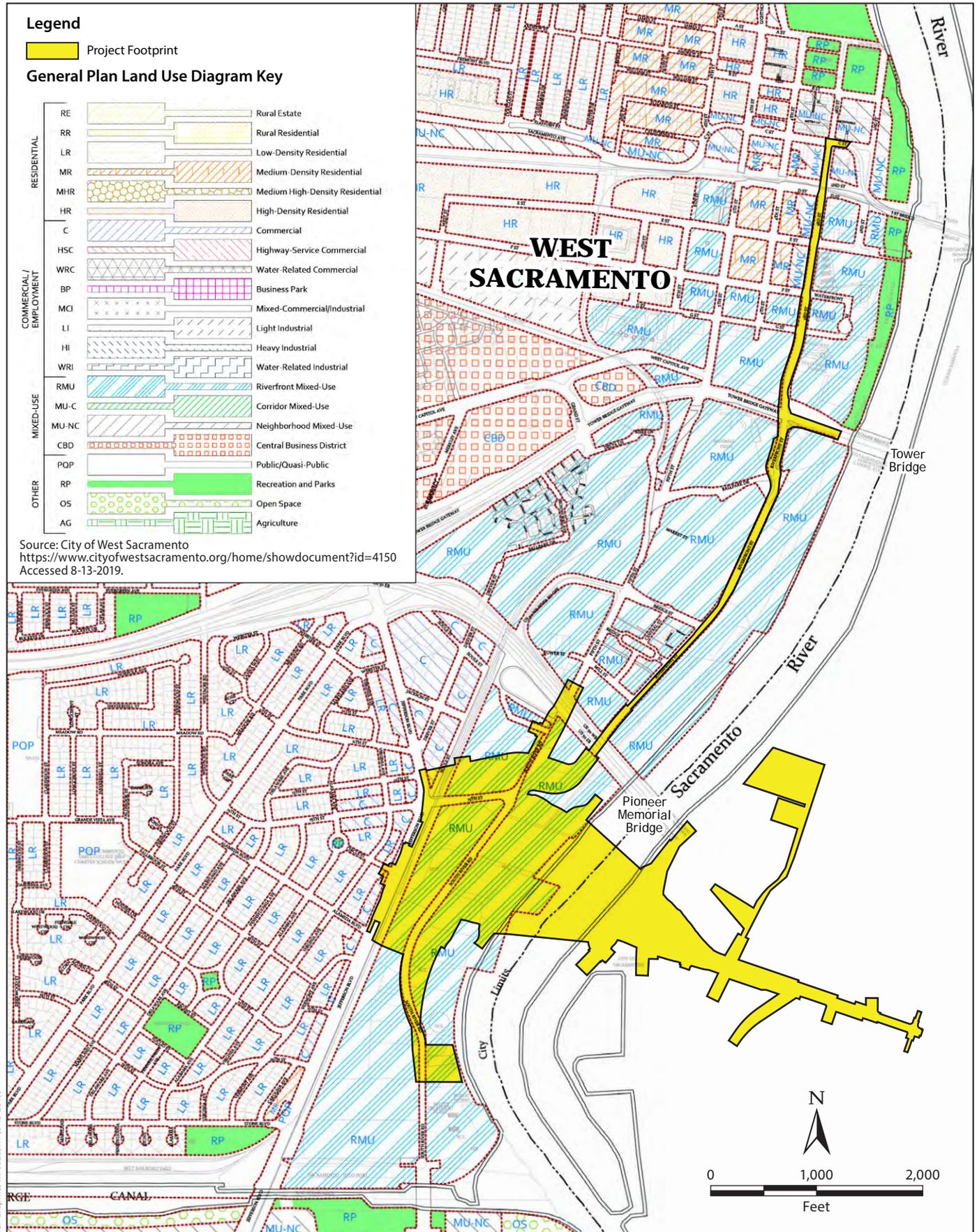


Figure 3-1
West Sacramento Land Use Designations

Table 3-1. Planned Projects in West Sacramento Study Area

Name and Address	Description	Status
River One, 3rd Street and Tower Bridge Gateway	7-story, 193-room hotel and 7-story, 57-room condominium building	Under review
Kierland Subdivision, 317 and 331 F Street	16 units in Washington District	Under review
Jefferson Village Apartments, 2415 Jefferson Blvd.	292 multi-family units	Approved
CalSTRS. Phase 2, 200 Waterfront Place	5-story office and parking garage redevelopment	Approved
Bridge District Phase 5, 490 Mill Street	64-unit residential building	Approved
Bridge District Design Review, 805 Riverfront Street	286-unit, 5-story mixed-use/residential building	Approved
Hilton Home2Suites, 1020 West Capitol Avenue	115-room hotel	Approved
Bridge District Phase 4, both sides of Central Street	11 single-family homes, 6 condo units, and 69-unit apartment building	Approved
Riverfront Street Extension Project	Extend Riverfront Street 0.15 mile to the south to accommodate future streetcar facilities, add bicycle/pedestrian amenities	Under review
Yolo Rail Relocation	Decommission and relocate Union Pacific Railroad tracks in Pioneer Bluff area	Under review

Source: City of West Sacramento 2019.

3.1.1.2 Sacramento

Existing Land Use

CT 002100 Block Group 1 is bordered by the Sacramento River on the west, R Street on the north, 6th Street and Riverside Boulevard on the east, and Broadway on the south. The I-5 and Business 80/US 50 interchange is located in this block group. Industrial uses associated with the Chevron Terminal facility are located west of I-5, north of Broadway. The strip of land between Broadway and US 50 east of I-5 contains a variety of commercial businesses such as Horizon Distributors, Jamie’s Bar and Grill, Lee & Nakata Auto Service, Larry’s Auto Works, Co Mai’s Kitchen, and Wing Fung Tong Company. Between 8th Street and 10th Street, there are various commercial businesses including 9th & X Self Storage, ARC Document Solutions, TNT Fireworks, Bike Dog Taproom, and Selland’s Market Café. The Sacramento River Bike Trail is adjacent to the river. Southside Park Community Garden is located at 2226 5th Street. Southside Park is outside of the study area, but borders Block Group 1 on the east along 6th Street.

CT 002200 is located south of Broadway and east of the Sacramento River. Both Block Groups 1 and 2 are within the CIA study area and considered the Upper Land Park neighborhood. Block Group 1 is bordered by 5th Street on the west, Broadway on the north, Riverside Boulevard on the east, and Vallejo Way on the south. It contains commercial and industrial uses along 5th Street, including Ben & Son’s Auto Tech, Ace Auto Wrecking, A-1 Towing, 5th Street Restaurant Supply, Pacific Pallet Exchange Inc., Dan Good Distributing Co, and US Food Service. Alder Grove, a low-income public housing project, is located east of the commercial/industrial uses and west of Muir Way. Single-family residences make up the rest of this block group between McClatchy Way and Vallejo Way. Block Group 1 also contains the Sacramento Old City Cemetery.

CT 002200 Block Group 2 is bordered by the Sacramento River on the west, Broadway on the north, 5th Street on the east, and Vallejo Way on the south; it is bisected by I-5. This block group contains Miller Regional Park, the Sacramento Marina, and the Latino Center of Art and Culture west of I-5. Industrial uses associated with the Phillips 66 Company facility also are located west of I-5, south of Broadway. The Sacramento River Bike Trail traverses this block group parallel to the river. East of I-5, a wide variety of industrial and commercial land uses along Broadway and 1st Street include News 10 ABC, Horizon Irrigation and Power Equipment, All Business Machine Inc., and Saccani Distributing Co. A newer development of medium-density, multi-family housing is located north of McClatchy Way. Leataata Floyd Elementary School and Health Professions High School are located in this area along McClatchy Way. Marina Vista, a low-income public housing community, is located in this block group south of McClatchy Way along Seavey Circle.

Land Use Designations

The Sacramento portion of the study area contains a mix of land uses that are primarily urban. North of Broadway, the primary land uses are traditional neighborhood medium-density, urban corridor, and urban center high density. South of Broadway, the primary land uses are urban corridor, traditional neighborhood low density, urban neighborhood medium density, and traditional neighborhood high density. See Figure 3-2 for the general plan land use designations in the Sacramento portion of the study area (City of Sacramento 2017).

Development Trends

The MTP/SCS projects that the region will have approximately 1.3 million employees and 1.2 million housing units by 2035. Sacramento is expected to contain roughly 20 percent of the region's housing and nearly 30 percent of the region's jobs.

The *Sacramento 2035 General Plan* identifies various community plan areas to help guide and implement land use planning in different areas of the city; the proposed project is located in the Central City Community Plan area and the Land Park Community Plan area (City of Sacramento 2015a). The Central City Community Plan area is bounded by the American River on the north, the Sacramento River on the west, I-80/Alhambra Boulevard on the east, and I-80/Broadway on the south. The Land Park Community Plan area is located just south of downtown Sacramento and is bounded on the north by Broadway, on the south by 35th Avenue, on the east by Highway 99, and on the west by the Sacramento River. The *Sacramento 2035 General Plan* identifies the Sacramento portion of the project area as an existing urban area that will experience dramatic change by 2035 from major development and redevelopment projects.

The Sacramento portion of the study area contains many development projects in the planning and approval stages. Just within the Central City Community Plan area, it is anticipated that up to 13,401 new housing units, approximately 3.8 million square feet (sf) of new non-residential uses, and 750 hotel rooms would be built. An additional 3.3 million sf of backfill non-residential development would include new uses within existing buildings that would, in turn, allow for a total development potential of 7.1 million sf of non-residential uses when combined with the new growth. It is assumed that most of the new housing units projected in the Central City Community Plan area would be multifamily units (ESA 2018). Anticipated development within

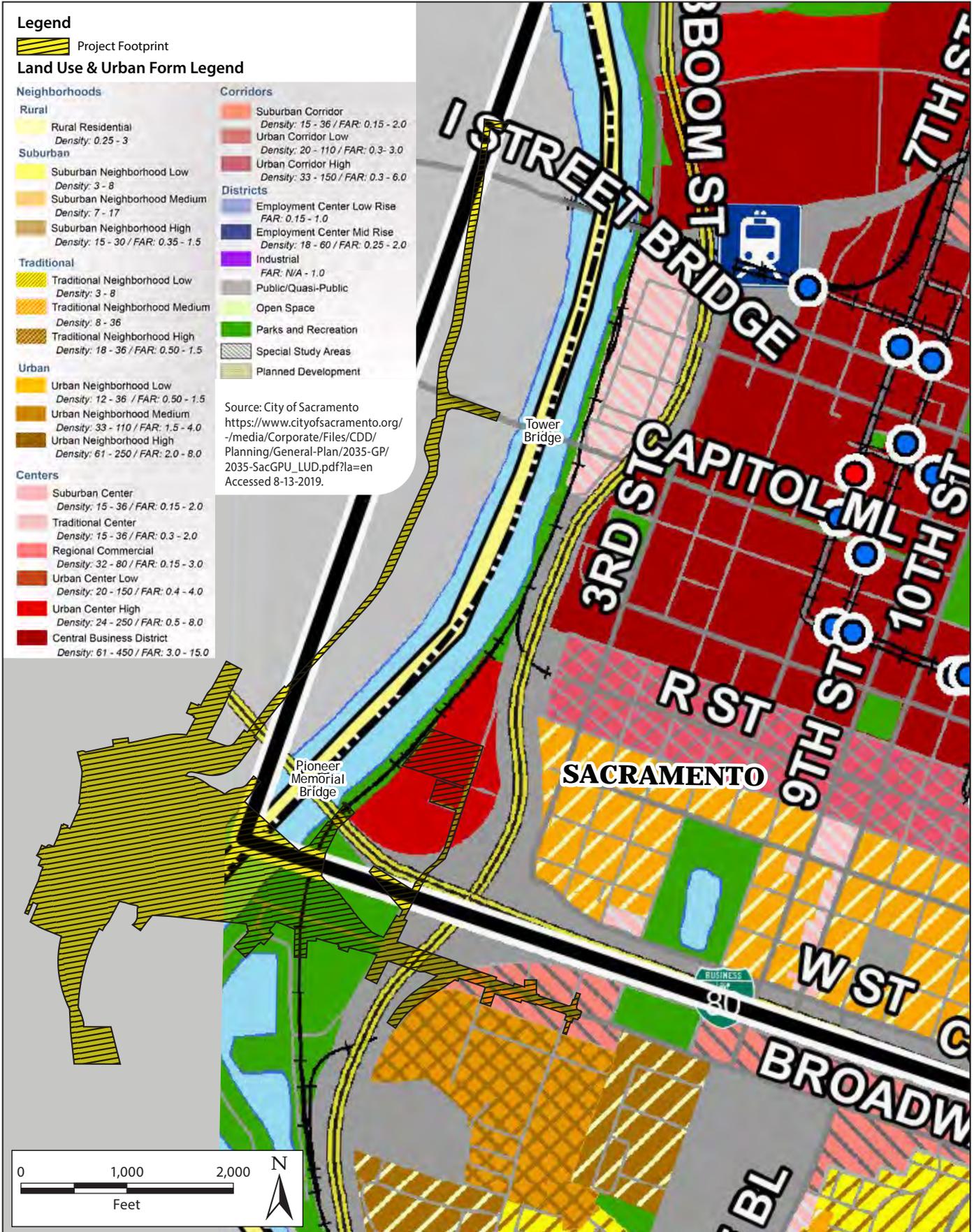


Figure 3-2
 Sacramento Land Use Designations

the West Broadway Specific Plan area generally includes public improvements to support new development, such as a mix of urban housing with neighborhood and commercial uses (City of Sacramento 2019). The following projects are anticipated to occur near the project site.

Table 3-2. Planned Projects in Sacramento Study Area

Name and Address	Description	Status
The Mill at Broadway	Infill project	Under construction
The West Broadway Specific Plan, bounded by Broadway on the north, the Sacramento River on the west, 4th Avenue on the south, and Muir Way and 5th Street on the east	Infill development and redevelopment as guided and regulated by the West Broadway Specific Plan	Under review
Broadway Complete Streets Project—Broadway between 3rd street and Riverside Boulevard in the CIA study area	Traffic-calming improvements such as lane reduction, buffered bike lanes, lighting, and intersection/crosswalk enhancements	Under review, construction anticipated to start in 2021

Sources: City of Sacramento 2016, 2019.

3.1.2 Environmental Consequences

No Build Alternative

Under the No Build Alternative, the proposed bridge would not be constructed, avoiding conversion of existing land uses. However, land uses in the vicinity of the proposed project are proposed to change based on land use plans already adopted or currently in development.

Alternative B

Alternative B includes realigning 15th Street in West Sacramento between Jefferson Boulevard and South River Road, which is consistent with that City’s approved mobility network. In 2030, northbound and southbound right-turn pockets would be constructed on South River Road at 15th Street. In 2040, South River Road would be realigned to the east to conform with the approved mobility network.

In Sacramento, Alternative B includes reconstructing approximately 350 feet of Marina View Drive, which would require minor land use changes near Miller Park. The bicycle and pedestrian access to the park would parallel Marina View Drive. During and after construction, access to the park would be maintained at all times, and no other changes to the park would occur.

Some temporary and permanent land acquisitions would be necessary to construct Alternative B. In West Sacramento, seven parcels would require either a temporary construction easement (TCE) or permanent acquisition. However, these changes would be consistent with the land uses planned for the Pioneer Bluff area, which support the bridge development and improved river access and connectivity between the two cities. In Sacramento, eight parcels that are currently in industrial use would require either TCEs or permanent acquisition and would be converted to a transportation use. These land use changes support the land use priorities of the City; the West Broadway Specific Plan area is being redeveloped to no longer include industrial facilities along

the waterfront near Broadway. Property acquisitions are further discussed in Section 5.5, *Relocations and Real Property Acquisitions*, below.

As described above, some existing land use would be converted to a transportation use, but the project is not anticipated to significantly alter the overall land use patterns in the study area. Both the Cities of West Sacramento and Sacramento have land use plans in place or in the approval process to redevelop the land uses near the future bridge connections in order to improve waterfront access and economic development, vitality, and connectivity. The changes in land use would support existing and anticipated land use plans in both cities.

Alternative C

In West Sacramento, Alternative C would connect the new bridge to South River Road at a new “T” intersection between 15th Street and Circle Street. Modifications to the approved mobility network would be required. By 2030, the “T” intersection would be constructed, as well as interim northbound and southbound turn pockets on South River Road at Broadway. By 2040, South River Road and the “T” intersection would be realigned approximately 100 feet to the east to conform with the approved mobility network, and the northbound and southbound turn pockets would need to be reconstructed at the new alignment.

In Sacramento, Alternative C includes reconstructing approximately 350 feet of Marina View Drive, which would require minor land use changes near Miller Park. The bicycle and pedestrian access to the park would parallel the river and then curve southeast to connect with Marina View Drive. During and after construction, access to the park would be maintained at all times, and no other changes to the park would occur.

Some temporary and permanent land acquisitions would be necessary to construct Alternative C. In West Sacramento, four parcels would require either TCEs or permanent acquisition. However, these changes would be consistent with the land uses planned for the Pioneer Bluff area, which support the bridge development and improved river access and connectivity between the two cities. In Sacramento, eight parcels that are currently in industrial use would require either TCEs or permanent acquisition and would be converted to a transportation use. These land use changes support the land use priorities of the City; redevelopment consistent with the West Broadway Specific Plan would replace fuel storage facilities along the waterfront near Broadway with new uses. Property acquisitions are further discussed in Section 5.5, *Relocations and Real Property Acquisitions*, below.

Some existing non-transportation land use would be converted to a transportation use. Alternative C would require more property acquisitions than Alternative B. Alternative C also would require additional changes to the approved mobility network in West Sacramento. As with Alternative B, Alternative C is not anticipated to significantly alter the overall land use patterns in the study area. Land use plans either in place or in the approval process direct the redevelopment of the land uses near the future bridge connections to improve waterfront access and economic development, vitality, and connectivity. The changes in land use under Alternative C would support existing and anticipated land use plans in both cities.

3.1.3 Avoidance, Minimization, and Mitigation Measures

No avoidance, minimization, or mitigation measures are required.

3.2 Consistency with State, Regional, and Local Plans

This section discusses the affected environment, environmental consequences, and avoidance, minimization, and mitigation measures related to consistency with state, regional, and local plans that are applicable to the community impacts of the proposed project.

3.2.1 Affected Environment

This section describes the multi-jurisdictional and City-specific plans and programs and Cities of that affect the study area. The project's consistency with these plans and programs is addressed in Section 3.2.2, *Environmental Consequences*, below.

3.2.1.1 Multi-Jurisdictional Plans and Programs

Sacramento Riverfront Master Plan

The *Riverfront Master Plan* was prepared for both the Cities of West Sacramento and Sacramento. The plan sets forth a vision to improve the Sacramento River waterfront between both cities. A multi-modal Broadway to Pioneer Bluff Bridge is included in this plan in order to increase mobility between the two cities (WRT, LLC/Solomon ETC 2003).

3.2.1.2 City of West Sacramento

City of West Sacramento General Plan 2035

The *City of West Sacramento General Plan 2035* (City of West Sacramento 2016a) governs land uses in West Sacramento. It consists of nine sections that describe City policies related to land use, housing, transportation and circulation, public facilities and services, recreational and cultural resources, natural resources, health and safety, urban structure and design, and child care. The General Plan also includes a section describing administration and implementation measures. The following policies in the *City of West Sacramento General Plan 2035* are relevant to the project.

Recreational and Cultural Resources Element

Goal E: To provide a network of pedestrian and bicycle pathways connecting parks and open space areas with other destination points within and beyond the city of West Sacramento.

Policy 5. The City shall coordinate with SACOG and surrounding jurisdictions to ensure that bicycle pathways within the city connect with existing and planned facilities outside the city.

Transportation and Circulation Element

Goal A: To create and maintain a roadway network which will ensure the safe and efficient movement of people and goods throughout the city.

Policy 13. The City shall work with Caltrans and the City of Sacramento in improving the pedestrian and traffic-carrying capacity of the Tower Bridge and the I-Street Bridge, and in the development of future bridges.

Goal G: To promote pedestrian and bicycle travel as alternatives to automobile use.

Policy 8. All new bridge crossings shall include bicycle and pedestrian pathways.

Urban Structure and Design Element

Goal B: To enhance the relationship between the City and the Sacramento River.

Policy 6. The City shall promote the enhancement of the areas where the “I” Street and Tower Bridges meet the riverfront to create strong, positive, and memorable entryways into West Sacramento and to reinforce the historical significance of these bridges.

2013 West Sacramento Bicycle, Pedestrian, and Trails Master Plan

The main goal of the *2013 West Sacramento Bicycle, Pedestrian, and Trails Master Plan* (Fehr & Peers 2013) is to create a pedestrian- and bicycle-friendly community, and to increase the number of people in West Sacramento who bicycle or walk to work, to school, for errands, or for recreation. The Master Plan establishes goals, policies, implementation actions, and priorities for development of bicycling and walking facilities in West Sacramento, as envisioned by the General Plan. The *2013 West Sacramento Bicycle, Pedestrian, and Trails Master Plan* was reviewed to identify policies relevant to the project. In addition to the City’s General Plan policies, the Master Plan identifies specific policies relating to bicycles, pedestrians, and trails, as described below.

Policy 2. A continuous and interconnected system of bikeways and walkways that provide safe and convenient travel to key destinations.

Policy 4. A transportation system that is safe for bicycling and walking such that bicyclist- and pedestrian vehicle collision rates decrease from 2013 levels

Pioneer Bluff and Stone Lock District Reuse Master Plan (Proposed)

As stated previously, the *Pioneer Bluff and Stone Lock Reuse Master Plan* encompasses the Pioneer Bluff and Stone Lock Districts in West Sacramento, which include the area adjacent to the riverfront from approximately 15th Street in the north to Stonegate Drive in the south. The Master Plan identifies priority projects, such as projects to build park and open space areas, building projects, and relocation of the railway that runs through both districts in order to transform the area to include more bicycle and pedestrian connections. These projects eventually would de-industrialize the area. (City of West Sacramento 2018a.)

Bridge District Specific Plan

The *Bridge District Specific Plan*, formerly the *Triangle Plan*, initially was adopted by the City of West Sacramento in 1993 and was updated in 2009 (City of West Sacramento 2009). The goals of the *Bridge District Specific Plan* are to increase waterfront development.

3.2.1.3 City of Sacramento

Sacramento 2035 General Plan

In March 2015, the City of Sacramento adopted the *Sacramento 2035 General Plan* to set a new direction for the future of the city (City of Sacramento 2015a). The 2035 General Plan vision provides the City's key values and aspirations for Sacramento's future. The overarching vision of the General Plan is to make Sacramento the most livable city in America. In conjunction with the Vision Statement, the City Council adopted Guiding Principles for land use, urban design, housing, mobility, economic development, public safety, environmental resources, parks and recreation, and services and facilities. The principles establish policy benchmarks for the rest of the General Plan. The following policies in the *Sacramento General Plan 2035* are relevant to the project.

Mobility Element

Goal M 1.1 Comprehensive Transportation System. Provide a multimodal transportation system that supports the social, economic and environmental vision, goals, and objectives of the City, and is effectively planned, funded, managed, operated, and maintained.

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, multimodal 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. (MPSP/SO)

Policy M 1.2.4 Multimodal Access. The City shall facilitate the provision of multimodal access to activity centers such as commercial centers and corridors, employment centers, transit stops/stations, airports, schools, parks, recreation areas, medical centers, and tourist attractions. (MPSP/SO)

Goal M 1.3 Barrier Removal. Improve accessibility and system connectivity by removing physical and operational barriers to 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 seek 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. (MPSP/SO)

Policy M 1.3.6 Multi-Jurisdictional Transportation Corridors. The City shall work with adjacent jurisdictions and the Sacramento Area council of Governments (SACOG) to identify existing and future transportation corridors that should be linked across jurisdictional boundaries to provide desired upstream and downstream traffic operations and to preserve sufficient right-of-way. (IGC)

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 2.1.2 Sidewalk Design. The City shall require that sidewalks wherever possible be developed at sufficient width to accommodate all users including persons with disabilities and complement the form and function of both the current and planned land use context of each street segment (i.e. necessary buffers, amenities, outdoor seating space). (MPSP)

Policy M 2.1.4 Cohesive and Continuous Network. The City shall develop a pedestrian network of public sidewalks, street crossings, and other pedestrian paths that makes walking a convenient and safe way to travel citywide. The network should include a dense pattern of routes in pedestrian oriented areas such as the Central City and include wayfinding where appropriate. (MPSP)

Policy M 2.1.9 Safe Sidewalks. The City shall require pedestrian facilities to be constructed in compliance with adopted design standards. (RDR)

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.

Policy M 3.1.16 Streetcar Facilities. The City shall support the development of streetcar lines and related infrastructure and services in the Central City and other multi-modal districts. (MPSP)

Goal M 4.1 Roadway System. Create a roadway system that will ensure the safe and efficient movement of people, goods, and services that supports livable communities and reduces air pollution and greenhouse gas emissions.

Policy M 4.1.5 Bridge Crossings. The City shall continue to work with adjacent jurisdictions and other agencies (i.e., Regional Transit) in the context of multimodal corridor planning to determine the appropriate responsibilities to fund, evaluate, plan, design, construct, and maintain new river crossings. (IGC)

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 4.2.4 Pedestrian and Bicycle Facilities on Bridges. The City shall identify existing and new bridges that can be built, widened, or restriped to add pedestrian and/or bicycle facilities. (MPSP)

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 encourage 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 Bikeway 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. (MPSP)

Central City Community Plan

The *Sacramento 2035 General Plan* contains 11 community plans that span the entirety of the city and some adjacent unincorporated areas. These community plans are designed to further refine policies and goals at a more local level, and are unique to each plan area. The *Central City Community Plan* recognizes the role of the Central City as the core for Sacramento and greater region (City of Sacramento 2015b).

Central City Specific Plan

The *Central City Specific Plan*, formerly known as the *Downtown Specific Plan*, was adopted on April 19, 2018 (City of Sacramento 2018a). The Central City Specific Plan area is bounded by the River District and Railyards Specific Plan areas to the north, the Sacramento River to the west, Broadway and parcels fronting the south side of Broadway to the south, and the elevated I-80 Business (Business 80) highway to the east. The Central City Specific Plan area is part of the Central City Community Plan area. The following mobility goals and policies are relevant to the proposed project.

Goal M.2 Safety. Improve transportation safety for all modes to encourage increased walking, bicycling, and public transit use

Goal M.10 Technology. Promote active engagement with new mobility technologies to adapt to evolving systems of movement

Policy M.1.1 Neighborhood Connections. Improve connections between the Central City and surrounding neighborhoods, especially for walking, bicycling, and transit trips.

Policy M.1.2 Commercial Corridors. Enhance commercial corridors for safe walking and bicycling while accommodating both through and local traffic

Policy M.1.5 Complete Streets. Promote two-way travel, support use of smart technologies to improve mobility, support pilot projects to test out mobility options, and encourage convenient and affordable transit options

Policy M.1.6 Riverfront Connections. Integrate the Riverfront into the grid through improved connections, emphasizing visibility, wayfinding, and enhanced pedestrian and bicycle routes that highlight the riverfront destination.

Broadway Complete Streets Plan

In 2016, the City of Sacramento approved the *Broadway Complete Streets Plan* that proposes improvements along Broadway from 3rd Street east to Franklin Boulevard. The first phase includes the area from 3rd Street to 16th Street and will enhance this portion of Broadway to have two travel lanes, a center two-way left-turn lane, buffered bike lanes, and on-street parking. The goals of the plan are to balance accessibility for all modes of transportation in the Broadway Corridor; enhance safety and comfort for all modes, especially pedestrians and bicyclists; and encourage economic revitalization and reinvestment along the Broadway Corridor. (City of Sacramento 2016.)

West Broadway Specific Plan

The West Broadway Specific Plan area is generally bounded by the Sacramento River on the west, Broadway on the north, Muir Way and 5th Street on the east; and 4th Avenue and Merkley Way on the south. This plan is intended to guide and support new development with a mix of urban housing and neighborhood commercial uses (City of Sacramento 2019). The land use plan concept included in the specific plan depicts a bridge from Broadway to Pioneer Bluff. Plan objectives include enhancing the West Broadway corridor as a future gateway and bridge connection between the cities of Sacramento and West Sacramento, and enhancing bike and pedestrian travel ways through the specific plan area to schools, public facilities, and neighborhood amenities.

Sacramento River Parkway Master Plan

In 1975, the *Sacramento River Parkway Master Plan* was adopted by the City Council and incorporated into the Open Space Element of the General Plan. It was updated in 1997 to reflect changes in the parkway, including the South Natomas Community Plan area, and other proposed land uses in the downtown area. The *Sacramento River Parkway Master Plan* is a 20-year policy guide for habitat restoration and recreational development for lands adjacent to the river (City of Sacramento 1997).

The Sacramento River Parkway Master Plan area is located along the easterly bank of the Sacramento River within the city limits of Sacramento; it is approximately 17 miles in length and 820 acres in area. The boundaries of the plan area generally are the city limits inclusive of South Natomas on the north, the Sacramento River on the west, city limits at Freeport on the south, and I-5 on the east (City of Sacramento 1997). The following policies in the *Sacramento River Parkway Master Plan* are relevant to the project.

Policy G3. There should be close coordination among all public jurisdictions, including, but not limited to the City of Sacramento, the County of Sacramento, Yolo County, the City West Sacramento, and the State Lands Commission in the planning and development of the Sacramento River resources.

Policy G7. Land adjacent to the Parkway shall be protected from injurious or incompatible elements associated with Parkway land uses.

The City of Sacramento Pedestrian Master Plan

The *City of Sacramento Pedestrian Master Plan* is a comprehensive vision for improving pedestrian conditions over the next 20 years. The Pedestrian Master Plan presents a set of goals and strategies to achieve this vision and includes a framework for creating an improved pedestrian environment. The overall purpose of the Pedestrian Master Plan is to make Sacramento a model pedestrian-friendly city – the “Walking Capital” (City of Sacramento 2006). The following policies in the Master Plan are relevant to the project.

Goal 3: Provide crossings that are convenient and comfortable for pedestrians to use.

Policy. Provide connections over barriers such as railroads, waterways, and freeways.

City of Sacramento Bicycle Master Plan

The *Sacramento City Bicycle Master Plan* describes bicycle related investments, policies, programs and strategies to establish a complete bicycle system. The goal of the plan is to encourage more bicycling by the citizens of Sacramento for both transportation and recreation, which would support the City of Sacramento’s General Plan emission targets. The plan contains a list of short term, mid term, and long term projects to complete throughout the City. Several projects are planned on Broadway, including a buffered bike lane from the Sacramento River Trail to Alhambra Blvd (City of Sacramento 2018b).

Sacramento River Crossings Alternatives Study

In 2010, the City of Sacramento approved a study to analyze the feasibility and impacts of potential new crossings of the Sacramento River. The study evaluates a variety of alternatives, from a no-build option to a multiple-crossings option. The study resulted in a final report on potential crossing locations, transportation impacts, and cost estimates (City of Sacramento and City of West Sacramento 2011).

3.2.2 Environmental Consequences

Table 3-3 indicates the consistency of the No Build Alternative, Alternative B, and Alternative C with plans and policies adopted by the City of Sacramento and City of West Sacramento. Only policies with direct relevance to the project were included in the consistency analysis.

Table 3-3. Consistency with State, Regional, and Local Plans and Programs

Plan	Alternative B	Alternative C	No Build Alternative
<i>Sacramento Riverfront Master Plan</i>	Consistent. Alternative B would support the goals of this plan by providing alternative transportation modes, increasing pedestrian/bicycle linkages across the river, and helping to establish the river as an active/vibrant riverfront district. Because the build alternatives would increase connectivity across the river, the project would increase accessibility and support riverfront activity and development.	Consistent. Alternative C would support the goals of this plan by providing alternative transportation modes, increasing pedestrian/bicycle linkages across the river, and helping to establish the river as an active/vibrant riverfront district. Because the build alternatives would increase connectivity across the river, the project would increase accessibility and support riverfront activity and development.	Consistent. The No Build Alternative would not conflict with the <i>Sacramento Riverfront Master Plan</i> .
<i>City of West Sacramento General Plan 2035</i>	Consistent. Alternative B involves constructing a new bridge that would improve bicycle and pedestrian facilities. It would enhance accessibility between the two cities, as well as contribute to development of the riverfront. The project is consistent with the goals and policies listed in the <i>City of West Sacramento General Plan 2035</i> .	Consistent. Alternative C involves constructing a new bridge that would improve bicycle and pedestrian facilities. It would enhance accessibility between the two cities, as well as contribute to development of the riverfront. The project is consistent with the goals and policies listed in the <i>City of West Sacramento General Plan 2035</i> .	Consistent. The No Build Alternative would not conflict with the <i>City of West Sacramento General Plan 2035</i> .
<i>2013 West Sacramento Bicycle, Pedestrian, and Trails Master Plan</i>	Consistent. Alternative B would improve bicycle and pedestrian access across the Sacramento River, and is consistent with the policies in the <i>2013 West Sacramento Bicycle, Pedestrian, and Trails Master Plan</i> .	Consistent. Alternative C would improve bicycle and pedestrian access across the Sacramento River, and is consistent with the policies in the <i>2013 West Sacramento Bicycle, Pedestrian, and Trails Master Plan</i> .	Consistent. The No Build Alternative would not conflict with the <i>2013 West Sacramento Bicycle, Pedestrian, and Trails Master Plan</i> .
<i>Sacramento 2035 General Plan</i>	Consistent. The purpose of and need for the project is to construct a new river crossing that would enhance connectivity and accessibility between Sacramento and West Sacramento. The project represents a collaboration between the Cities of Sacramento and West Sacramento, and Caltrans to enhance the roadway system and multi-modal opportunities in the study area. Alternative B would improve connectivity and accessibility between the two cities, as well as improve bicycle and pedestrian facilities. The project also would not preclude future development of a mass transit mode system as a separate project. The proposed project is consistent with, and would implement, the goals and policies in the <i>Sacramento 2035 General Plan</i> .	Consistent. The purpose of and need for the project is to construct a new river crossing that would enhance connectivity and accessibility between Sacramento and West Sacramento. The project represents a collaboration between the Cities of Sacramento and West Sacramento, and Caltrans to enhance the roadway system and multi-modal opportunities in the study area. Alternative C would improve connectivity and accessibility between the two cities, as well as improve bicycle and pedestrian facilities. The project also would not preclude future development of a mass transit mode system as a separate project. The proposed project is consistent with, and would implement, the goals and policies in the <i>Sacramento 2035 General Plan</i> .	Inconsistent. The No Build Alternative would conflict with the City of Sacramento 2035 General Plan, which contains goals and policies related to constructing new multi-modal crossings over the Sacramento River.

Plan	Alternative B	Alternative C	No Build Alternative
<i>West Broadway Specific Plan</i>	Consistent. Alternative B would not conflict with the objectives of the <i>West Broadway Specific Plan</i> or its goals and policies.	Consistent. Alternative C would not conflict with the objectives of the <i>West Broadway Specific Plan</i> or its goals and policies.	Inconsistent. The No Build Alternative would conflict with <i>West Broadway Specific Plan</i> objectives, the design guidelines for a new city gateway, and the updated roadway network that includes the river crossing.
<i>Central City Community Plan</i>	Consistent. The policies listed in the <i>Central City Community Plan</i> generally focus on land use and development, and are not directly relevant to the proposed project. Alternative B would not conflict with the <i>Central City Community Plan</i> .	Consistent. The policies listed in the <i>Central City Community Plan</i> generally focus on land use and development, and are not directly relevant to the proposed project. Alternative C would not conflict with the <i>Central City Community Plan</i> .	Consistent. The No Build Alternative would not conflict with the <i>Central City Community Plan</i> .
<i>Central City Specific Plan</i>	Consistent. The proposed project would include pedestrian and bicycle facilities to encourage safe use. It would improve connectivity between Sacramento and West Sacramento for all modes of transportation. The enhanced accessibility also would support commercial and economic opportunities along the riverfront. Alternative B would not conflict with the <i>Central City Specific Plan</i> .	Consistent. The proposed project would include pedestrian and bicycle facilities to encourage safe use. It would improve connectivity between Sacramento and West Sacramento for all modes of transportation. The enhanced accessibility also would support commercial and economic opportunities along the riverfront. Alternative C would not conflict with the <i>Central City Specific Plan</i> .	Consistent. The No Build Alternative would not conflict with the <i>Central City Specific Plan</i> .
<i>Broadway Complete Streets Plan</i>	Consistent. The new roadway connection and river crossing would connect with the improvements that are part of the <i>Broadway Complete Streets Plan</i> . Alternative B would not conflict with the <i>Broadway Complete Streets Plan</i> .	Consistent. The new roadway connection and river crossing would connect with the improvements that are part of the <i>Broadway Complete Streets Plan</i> . Alternative C would not conflict with the <i>Broadway Complete Streets Plan</i> .	Consistent. Under the No Build Alternative, the <i>Broadway Complete Streets</i> project would still construct traffic-calming measures such as buffered bicycle lanes and enhanced pedestrian facilities throughout the corridor.
<i>Sacramento River Parkway Master Plan</i>	Consistent. The project is a collaboration between the Cities of Sacramento and West Sacramento, and Caltrans to construct an improved bridge, which will improve accessibility to the Sacramento River Parkway. Alternative B would not conflict with the <i>Sacramento River Parkway Master Plan</i> .	Consistent. The project is a collaboration between the Cities of Sacramento and West Sacramento and Caltrans to construct an improved bridge, which will improve accessibility to the Sacramento River Parkway. Alternative C would not conflict with the <i>Sacramento River Parkway Master Plan</i> .	Consistent. Under the No Build Alternative, because no new construction would occur, there would be no conflicts.

Plan	Alternative B	Alternative C	No Build Alternative
<i>City of Sacramento Pedestrian Master Plan</i>	Consistent. Under Alternative B, a new connection over the Sacramento River would be established that would include pedestrian facilities.	Consistent. Under Alternative C, a new connection over the Sacramento River would be established that would include pedestrian facilities.	Consistent. The No Build Alternative would not conflict with the <i>City of Sacramento Pedestrian Master Plan</i> .
<i>2010 Sacramento City/County Bikeway Master Plan</i>	Consistent. Alternative B would enhance bicycle facilities, safety, and connectivity by providing a new crossing over the Sacramento River.	Consistent. Alternative C would enhance bicycle facilities, safety, and connectivity by providing a new crossing over the Sacramento River.	Consistent. The No Build Alternative would not conflict with the <i>2010 Sacramento City/County Bikeway Master Plan</i> .

3.2.3 Avoidance, Minimization, and Mitigation Measures

No avoidance, minimization, or mitigation measures are required.

3.3 Parks and Recreation

3.3.1 Affected Environment

City of West Sacramento Parks and Recreational Facilities

There are no neighborhood or regional parks in the West Sacramento portion of the study area. Raley Field, a minor league baseball stadium, is located north of US 50, east of 5th Street. River Walk Park is proposed to eventually extend from the Broderick Boat Ramp to the I-80 river crossing.

The Sacramento River Walk Promenade Trail runs along the riverfront between the Tower and Pioneer Bridges. There are limited opportunities for river access in the study area south of US 50.

City of Sacramento Parks and Recreational Facilities

Levia Park is located in CT 002100 Block Group 1 near the Sacramento River and US 50. It is located at 2727 Front Street near the California Automobile Museum and contains a grassy area with trees and California cultural and historic features.

O’Neil Park is located at 715 Broadway within CT 002200 Block Group 1. This park contains a full-sized soccer field, two softball fields, and restroom facilities that are open during special events. Muir Children’s Park also is located in this block group at 1515 C Street. This park contains play areas, picnic areas, and a soccer field.

Miller Regional Park is located at 2710 Marina View Drive in CT 002200 Block Group 2. The park includes a boating dock for river access and picnic areas. Smith School Park is located in this block group as well, adjacent to Leataata Floyd Elementary School.

Southside Park is located at 2115 6th Street within CT 002100 Block Group 3, adjacent to the study area along Broadway and 6th Streets. This 19.9-acre park contains a small lake, multiple playgrounds, picnic areas, restroom facilities, a stage, a community swimming pool, and a 0.75-mile pedestrian path.

The Sacramento River Bike Trail runs parallel to the Sacramento River from near the confluence with the American River, north of the study area, to the south end of the Pocket neighborhood, where it terminates north of Freeport. The trail passes through the study area north and south of Broadway, including through Miller Park.

3.3.2 Environmental Consequences

No Build Alternative

Under the No Build Alternative, the project would not be constructed and there would be no impacts on parks and recreational facilities. Planned development in the project area would maintain or enhance existing park and recreation facilities.

Alternative B

As discussed above, several parks are within the Sacramento portion of the study area. These parks, particularly the Sacramento Marina/Miller Park, Smith School Park, and O'Neil Park, are close enough that they could experience temporary noise and dust impacts associated with project construction. Access would not be blocked, although alternative routes may be required and would be identified in the TMP. The entrance to the Sacramento Marina and Miller Park would be modified under Alternative B. Fill would be placed under Broadway to raise the road, and the connection from Broadway to Marina View Drive would be moved closer to the park.

As stated in Chapter 2, the Sacramento River Bike Trail would be reconstructed approximately 1,000 feet north and 300 feet south of Broadway. The trail would be grade-separated under the proposed bridge structure. Access would change to allow cyclists and pedestrians approaching Broadway in either direction to follow the trail under the new structure, avoiding the need to cross the roadway, or to cross the bridge on dedicated bicycle/pedestrian facilities in either direction. The bike trail would parallel the Sacramento River, cross under the Broadway Bridge, and connect to Marina View Drive to access the Sacramento Marina and Miller Park.

Alternative C

The entrance to the Sacramento Marina and Miller Park also would be modified under Alternative C. Fill would be placed under Broadway to raise the road, and the connection from Broadway to Marina View Drive would be moved closer to the park. As with Alternative B, the

bike trail would parallel the Sacramento River, cross under the Broadway Bridge, and connect to Marina View Drive at Miller Park Circle.

Ultimately, both alternatives would have beneficial impacts on parks and recreational facilities because the new river crossing would provide the community with additional access to the riverfront and associated parks and trails in both West Sacramento and Sacramento. It also would improve bicycle and pedestrian mobility and connectivity, which would enable more users to access the riverfront and associated parks and trails in both cities.

3.3.3 Avoidance, Minimization, and Mitigation Measures

No mitigation is necessary. The project includes implementation of a TMP that will provide for dissemination of information regarding temporary closure of the Sacramento River Bike Trail and temporary access changes at Miller Park, the approximate duration of the changes, and a description of the detours available during construction.

Chapter 4 Growth

This section discusses the potential for growth inducement impacts of the project on areas most likely to be affected, which are anticipated to be the Cities of Sacramento and West Sacramento.

4.1 Affected Environment

4.1.1 NEPA and CEQA Basis for Analysis of Growth Inducement Impacts

The findings of the growth analysis contained in this CIA will be used as the basis for the assessment of growth inducement effects in the project's NEPA/CEQA environmental document. Therefore, NEPA and CEQA considerations are relevant to the growth analysis presented in this section.

The President's CEQ regulations, which implement NEPA, require evaluation of the potential environmental consequences of all proposed federal activities and programs. This provision includes a requirement to examine indirect consequences that may occur in areas beyond the immediate influence of a proposed action at some time in the future. The CEQ regulations refer to these consequences as *secondary impacts* (40 Code of Federal Regulations 1508.8). Secondary impacts may include changes in land use, economic vitality, and population density—all of which are elements of growth.

CEQA also requires analysis of a project's potential to induce growth. The State CEQA Guidelines (Section 15126.2[d]) require that environmental documents:

[D]iscuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a wastewater treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristics of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

Based on this guidance, growth inducement impacts would result from a project that would directly or indirectly foster (i.e., promote or encourage) additional economic or population growth, or construction of additional housing. Fostering of growth can occur when an obstacle to growth is removed (e.g., when expansion of infrastructure resolves growth-constraining capacity problems). For an analysis to reach the conclusion that a project is growth-inducing, as defined by CEQA, it must find that a project would foster additional growth in economic activity, population, or housing.

If the analysis determines that a project is growth-inducing, the next question is whether that growth may cause adverse effects on the environment. Environmental effects resulting from induced growth fit the CEQA definition of *indirect effects* in State CEQA Guidelines Section 15358(a)(2). These indirect or secondary effects of growth may result in significant environmental impacts. CEQA does not require that an environmental impact report (EIR) prepared for a project speculate unduly about the precise location and site-specific characteristics of significant indirect effects caused by induced growth, but a good faith effort is required to disclose what is feasible to assess. Potential secondary effects of growth could include consequences that result from growth fostered by a project (e.g., conversion of open space to developed uses, increased demand on community and public services and infrastructure, increased traffic and noise, degradation of air and water quality, or degradation or loss of plant and wildlife habitat).

If significant indirect environmental effects of growth may occur, the final question is whether those effects already have been considered and mitigated, or overridden if unavoidable, in a completed CEQA process. If the induced growth is consistent with an approved general plan or community plan for the area, and if a CEQA document on that plan adequately addresses the effects of growth, the environmental effects of growth induced by the project already have been evaluated. In this circumstance, the EIR for a project may refer to the completed CEQA document for the impact analysis and does not need to reevaluate previously identified impacts. A project that would induce growth not consistent with an adopted general plan or community plan could indirectly cause additional significant environmental impacts beyond those evaluated in the earlier CEQA document on the plan.

Growth inducement may constitute an adverse impact if the growth is not consistent with or accommodated by the land use plans and growth management policies for the affected area. Local land use plans provide development patterns and growth policies that allow orderly expansion of urban development that is supported by adequate urban public services (e.g., water supply, roadway infrastructure, and sewer service). A project that would induce *disorderly growth* (i.e., conflict with the local land use plans) could indirectly cause additional adverse environmental impacts and other public service impacts, sometimes referred to as secondary impacts. Therefore, to assess whether a growth-inducing project would result in adverse secondary effects, it is important to assess the degree to which the growth accommodated by the project would be consistent with applicable land use plans.

A transportation improvement, such as the proposed project, would be considered growth-inducing if it would cause economic or population increases greater than what is planned by the local agency without the project. If the improvement would cause new development and an influx of residents, as well as increase the economic strength in an area, it may be growth-inducing. It is not assumed that growth in an area is fundamentally beneficial, detrimental, or of little significance to the environment.

The decision to allow potentially induced growth is the subject of separate decision making by the lead agency responsible for allowing such projects to move forward. Because the decision to allow growth is subject to separate discretionary decision making, and because such decision making itself is subject to CEQA, the analysis of growth inducement effects is not intended to determine site-specific environmental impacts or specific mitigation for the potentially induced

growth. Rather, the discussion is intended to disclose the potential for environmental effects to occur more generally, such that decision makers are aware that additional environmental effects are possible if growth-inducing projects are approved. The decision of whether impacts do occur, their extent, and the ability to mitigate them is appropriately left to consideration by the agency responsible for approving such projects, at such times as complete applications for development are submitted.

4.2 Environmental Consequences

4.2.1 Analysis of Growth Inducement Impacts

Growth rates and patterns are influenced by various local, regional, and national forces that reflect ongoing social, economic, and technological changes. Ultimately, the amount and location of population growth and economic development that occurs in a specific area are controlled largely by local governments through zoning, land use plans and policies, and decisions regarding development applications. Local government and other regional, state, and federal agencies and tribes also make decisions about infrastructure (e.g., roads, water facilities, and sewage facilities) that may influence growth rates and the location of future development.

Transportation infrastructure is one component of the overall infrastructure that may serve to accommodate planned growth. This infrastructure also may serve to hasten or shift planned growth, or to encourage and intensify unplanned growth in an area. Transportation projects may induce growth when they directly or indirectly promote, shift, or intensify planned growth or encourage unplanned growth in a community or region. An example of a growth-inducing transportation project includes construction of a new roadway through an undeveloped area, which could open access to a new area and promote unplanned growth.

To determine the potential for growth-related impacts associated with the project, a first-cut screening was performed in accordance with the *Guidance for Preparers of Growth-Related, Indirect Impact Analyses* (referred to in the remainder of this section as *the Guidance document*) (California Department of Transportation 2011). The interrelated screening factors (accessibility, growth pressure, project type, and project location) discussed in Chapter 5 and summarized in Figure 5-2 of *the Guidance document* were considered. The results of this analysis are detailed below.

Does the project have the potential to change accessibility?

The project would involve changes in accessibility. The build alternatives would improve accessibility between Sacramento and West Sacramento by constructing a new river crossing south of the existing Pioneer Bridge. One of the purposes of the proposed project is to increase the number of persons that can cross the river by various modes of transportation and to improve connectivity in the urban core of Sacramento and West Sacramento. Currently, there is limited connectivity across the river, which results in longer trip lengths and discourages alternative modes of transportation such as walking and biking. The proposed project would change accessibility by improving the connection between downtown Sacramento and West Sacramento,

and the economic and recreational activities available. The new crossing is consistent with the local plans of both cities (described in Chapter 2) and supports the goals of both cities to increase mobility and connectivity, and to enhance economic activity in the urban core.

Is the project-related growth reasonably foreseeable?

In terms of growth pressure, the extent to which the project would induce growth in the project area depends largely on the strength of local planning and growth management mechanisms, including adhering to adopted growth boundaries, maintaining existing zoning restrictions and land use designations, and implementing farmland and floodplain protection policies. The Cities of Sacramento and West Sacramento have provided land use designations to guide future growth in the study area; and new development must adhere to these land use designations, per the rules and regulations of the relevant cities. Adherence to these restrictions reduces pressure for unplanned development by making adequate quantities of land available for development in locations that best serve the policy goals of the relevant cities. Given the coordinated growth control mechanisms in place, the project is unlikely to substantially encourage unplanned development in the project area, or to shift or hasten planned growth in the study area. Growth-related impacts of the project related to growth pressure would be minimal.

In terms of project type, the proposed project would construct a new bridge over the Sacramento River between West Sacramento and Sacramento to facilitate vehicular and multi-modal traffic over the river and reduce traffic congestion, improve multi-modal transportation, and increase emergency response times. There are currently a limited number of crossings, which results in longer trips and increased emissions. The new crossing would increase roadway capacity by building a new crossing. However, the bridge would serve as an additional option for existing residents of West Sacramento and Sacramento.

In terms of project location, the project is located in a built-up urban area. As detailed in *the Guidance document*, transportation projects in urban areas are less likely to cause growth-related impacts because the land uses are generally built out. Presently, the study area is largely built out (existing land uses are described in detail in Chapter 3). Growth is expected in the surrounding region, but this growth would not be attributable to, or otherwise influenced by, the project. The new crossing would serve the existing residents of both cities and serve as another option for all modes of transportation, including pedestrians and bicyclists, to cross the river and utilize the existing and planned recreational and economic opportunities available in both cities.

Based on the first-cut screening analysis detailed above, the project would not be growth-inducing, and further analysis of its potential for growth inducement is not necessary.

4.3 Avoidance, Minimization, and Mitigation Measures

No avoidance, minimization, or mitigation measures are required.

Chapter 5 Community Character

This section describes the community characteristics of the study area, including its population and demographics, community facilities, and presence or lack of cohesion. Community resources are shown in Figure 5-1.

5.1 Affected Environment

5.1.1 Regional Population Characteristics

There has been considerable growth in the Sacramento area between 2000 and 2018. In the same period, the City of West Sacramento experienced significant average annual growth—3.89 percent. Regional and local population changes for key jurisdictions from 2000 to 2018 are shown in Table 5-1.

Table 5-1. Existing Regional and Local Population Changes

Area	2000	2010	2018	Percent Change 2000–2018	Average Annual Growth Rate (%)
California	33,871,648	36,637,290	39,557,045	16.785%	0.993%
Sacramento County	1,223,499	1,395,144	1,540,975	25.948%	1.44%
Yolo County	168,660	200,849	220,408	30.682%	1.7%
City of Sacramento	407,018	466,488	508,529	24.94%	1.39%
City of West Sacramento	31,615	48,744	53,727	69.94%	3.89%

Source: U.S. Census Bureau 2018.

5.1.1.1 Race/Ethnicity

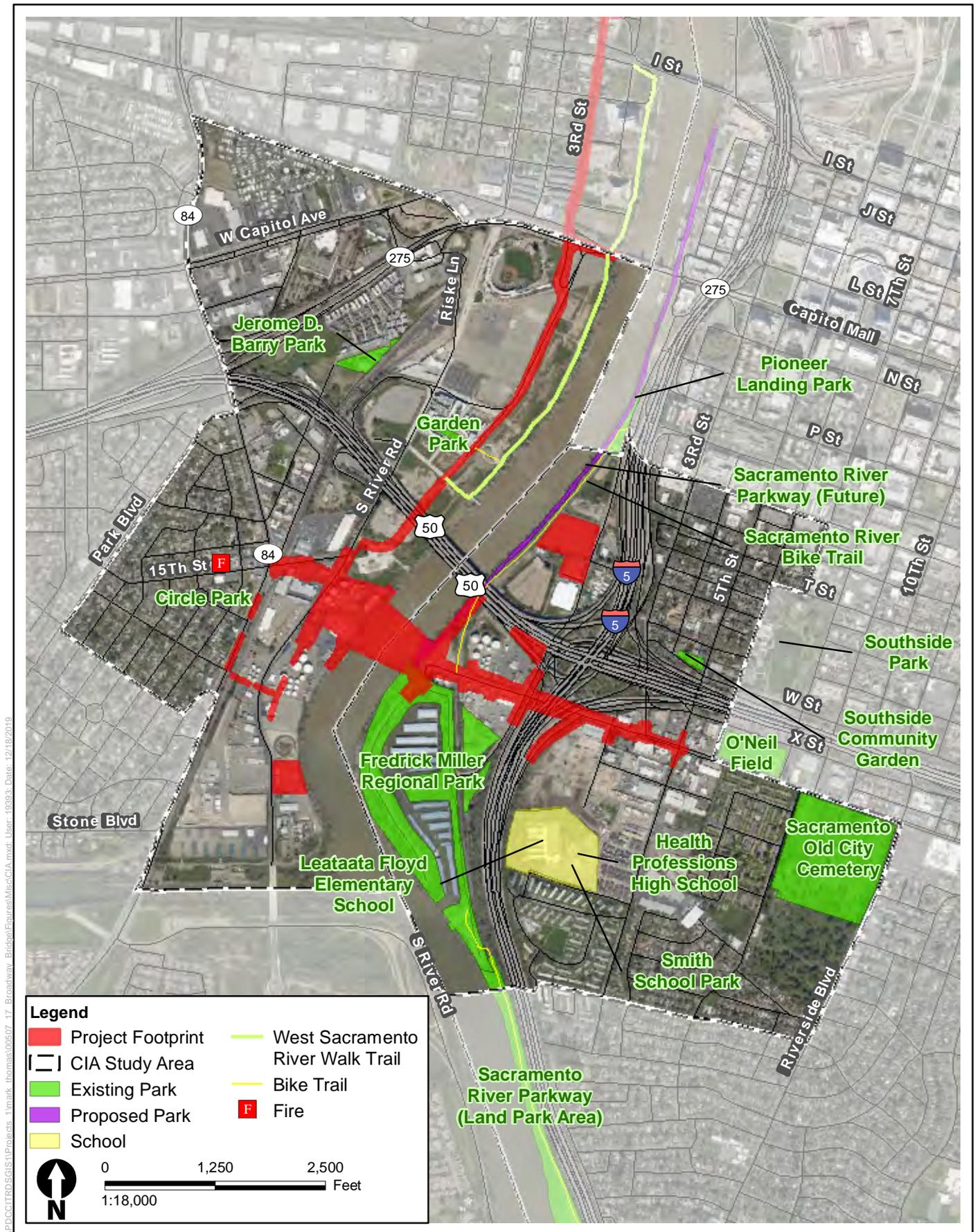
Census data were gathered to determine whether minority populations are concentrated in the study area. Data were used from the American Community Survey Estimates from 2013 to 2017 to show the most recent and accurate data at the block-group level. As of 2017, the total population of the City of West Sacramento was 52,206. Of the total population, the largest group was White (approximately 67.2 percent), and persons of Hispanic or Latino origin made up the next largest group (29.8 percent). The remaining population, in descending order of proportion, was Some Other Race, Asian, Two or More Races Combined, Black or African American, Native Hawaiian/Pacific Islander, American Indian/Alaskan Native. The total population of the City of Sacramento was 489,650 in 2017. Of the total population, the largest group was White (approximately 48.5 percent), and persons of Hispanic or Latino origin of any race made up the next largest group (28.3 percent). The remaining population, in descending order of proportion, was Asian, Black or African American, Two or More Races Combined, Native Hawaiian/Pacific Islander, American Indian/Alaskan Native, and other. Table 5-2 indicates the ethnic distribution of the block groups in the CIA study area.

Table 5-2. Race and Ethnicity Data

Area	Total	Hispanic or Latino (of any race)	%	Not Hispanic or Latino													
				White	%	Black or African American	%	Native American	%	Asian	%	Native Hawaiian/Pacific Islander	%	Other Race	%	Two or More Races	%
California	38,982,847	15,105,860	38.8	14,777,594	37.9	2,161,459	5.5	137,813	0.4	5,427,928	13.9	138,283	0.4	93,746	0.2	1,140,164	2.9
West Sacramento	52,206	15,559	29.8	35,058	67.2	2,171	4.2	338	0.6	5,259	10.1	549	1.1	3,915	7.5	4,916	9.4
CT010201 BG 1	2,567	1,144	44.6	1,172	45.7	78	3.0	0	0.0	56	2.2	28	1.1	0	0.0	89	3.5
Sacramento	489,650	138,483	28.3	237,508	48.5	65,822	13.4	3,503	0.0	91,390	18.7	8,007	1.6	50,316	0.0	33,104	6.8
CT002200 BG 1	1,623	711	43.8	334	20.6	267	16.5	267	16.5	196	12.1	49	3.0	0	0.0	66	4.1
CT002200 BG 2	1,104	344	31.2	0	0.0	436	39.5	436	39.5	315	28.5	0	0.0	0	0.0	9	0.8
CT002100 BG 1	1,185	221	18.6	593	50.0	73	6.2	0	0.0	227	19.2	0	0.0	10	0.8	61	5.1

Source: U.S. Census Bureau 2017a.
 Note: Bold indicates environmental justice populations.
 BG = block group.
 CT = census tract.

* The study area for this Community Impact Assessment comprises the census tracts through which the proposed project passes (Figure 1-1).



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**Figure 5-1
Community Resources
Broadway Bridge**

As shown in Table 5-2, several of the block groups in both the West Sacramento and Sacramento portions of the study area contain a higher percentage of minority populations, comparatively. In West Sacramento, CT 010201 Block Group 1 has a 44.6% Hispanic/Latino population compared to the city as a whole (29.8 percent). In Sacramento, CT 002200 Block Group 1 has a 43.8 percent Hispanic/Latino population, and a 16.5 percent Native American population, which is significantly higher than the city (and state) averages. CT 002200 Block Group 2 has a notably higher percentages of Black/African American, Native American, and Asian residents compared to the city (and state) as a whole.

5.1.2 Community Facilities and Services

Schools and Libraries

As shown in Figure 5-1, several schools are located in the study area. The closest public school in West Sacramento is Westmore Oaks Elementary School, located at 1100 Clarendon Street, approximately 0.3 mile west of the study area. West Sacramento Charter Prep School is located at 1504 Fallbrook Street, one block west of the study area. In Sacramento, Leataata Floyd Elementary School is located in the study area just east of I-5, at 401 McClatchy Way. Health Professions High School is located at 451 McClatchy Way.

The closest public library to the project site in West Sacramento is the Arthur F. Turner Library at 1212 Merkley Avenue. Arthur F. Turner Library is approximately 0.5 mile north of the project site. The closest public library to the project site in Sacramento is the Ella K. McClatchy Library at 2112 22nd Street. The Ella K. McClatchy Library is approximately 1.3 miles east of the Broadway and 5th street intersection.

Health Care Facilities

The West Sacramento Medical Center at 155 15th Street in West Sacramento in the study area is the closest health care facility to the project site. There are no health care facilities in the study area in Sacramento. The nearest major health care facilities to the study area in Sacramento include the UC Davis Medical Center at 2315 Stockton Boulevard and Sutter General Hospital at 2801 L Street. Because the West Sacramento Medical Center is not near the construction footprint of the project, and no other health care facilities are in the study area, health care facilities are not discussed further in this document.

Emergency Services

City of West Sacramento Police Department

The West Sacramento Police Department (WSPD) is responsible for enforcing the laws of the State of California and local ordinances, while providing a variety of public services to the community. WSPD is responsible for patrolling city neighborhoods, responding to calls for service, investigating crime and arresting offenders, and working closely with the community to identify and solve problems of crime and neighborhood disorder.

WSPD comprises three main divisions: Administration, Support Services, and Field Operations. Police Administration is responsible for developing policy for WSPD's overall mission. It has primary responsibility for setting the vision, organizational tone, and fiscal management for the organization. Police Administration is headed by the Chief of Police and is staffed with the Deputy, Chief of Police, an administrative analyst, and the department secretary. Police Administration oversees and manages daily operations, including personnel, internal affairs, training, purchasing, fiscal management, social media, community outreach, research, data collection and audits, and administrative support (City of West Sacramento Police Department 2020).

Support Services is led by the police lieutenant, who has the responsibility for General Investigations, including Crime Scene Investigations and Property and Evidence. The Records Section is also assigned to Support Services (City of West Sacramento Police Department 2019).

Field Operations is under the command of two watch commanders and eight police sergeants. The police sergeants provide direct supervision to 65 sworn officers and 4 community services officers assigned to 5 patrol shifts and 2 specialty units. Other specialized units include the Yolo County Law Enforcement Team (ALERT), Yolo County Narcotic Enforcement Team, and the Yolo County Bomb Squad (City of West Sacramento Police Department 2019). The WSPD measures its response times using five dispatch categories: 0 (life-threatening emergencies, crimes in progress) to 5 (non-emergency). The higher the priority of the call, the faster police officers aim to arrive.

City of Sacramento Police Department

The City of Sacramento Police Department, headquartered at 5770 Freeport Boulevard in Sacramento, provides law and traffic enforcement for the portion of the study area in Sacramento. One police facility (Mounted Unit Facility) is in the study area at 2700 Front Street. The full-service department had approximately 966 officers in 2016 (sworn and civilian) (City of Sacramento Police Department 2016).

California Highway Patrol

The California Highway Patrol (CHP) is responsible for enforcing traffic laws on county and state highways. CHP's mission is to manage and regulate traffic, assist in emergencies exceeding local capabilities, and provide disaster and lifesaving assistance. CHP operates an office in Woodland that patrols more than 1,000 miles of incorporated and unincorporated interstate highways, and unincorporated roadways in Yolo County. The Woodland office is located at 13739 Andrew Stevens Drive. CHP's closest office in Sacramento is the South Sacramento office at 6 Massie Court. This office patrols sections of I-5, State Route 99, US 50, Business 80, as well as 500 miles of unincorporated county roadways. (California Highway Patrol 2020).

Fire Protection

West Sacramento Fire Department

The West Sacramento Fire Department provides fire protection and emergency response services within the city limits and responds to emergencies in outlying areas when other fire departments request aid. The West Sacramento Fire Department has five fire stations throughout the city and approximately 17 personnel on duty at a given time. Fire Station 41 is located nearest the study area at 132 15th Street. Fire Stations 44 and 45 are located to the north and south, respectively, of Fire Station 41. The Fire Department has automatic aid agreements with several Yolo County Fire Departments, and with the City of Sacramento Fire Department. (City of West Sacramento Fire Department 2020).

Sacramento Fire Department

The City of Sacramento Fire Department provides fire protection and emergency medical services to the portion of the study area within the Sacramento city limits. Of the 24 active stations, the station nearest the project site is Station 5 at 731 Broadway in Sacramento. The Department personnel respond to approximately 80,000 calls each year and provide service to approximately 480,000 residents and over 20,000 businesses within the City of Sacramento. The Department maintains automatic aid agreements with all of its neighboring agencies, supporting a boundary drop system. The Department also participates in the State mutual aid response system, which provides Type I and Type III engine companies upon request of the California Emergency Management Agency. (City of Sacramento Fire Department 2020.)

Utilities

Electricity and Natural Gas

The Sacramento Municipal Utilities District (SMUD) generates, transmits, and distributes electricity to a 900-square-mile territory that includes Sacramento, Sacramento County, and a small portion of Placer County (Sacramento Municipal Utilities District 2020). SMUD provides electric service in the Sacramento County portion of the study area.

PG&E provides natural gas and electric service to approximately 16 million people throughout a 70,000-square-mile service area in northern and central California (Pacific Gas and Electric Company 2020). PG&E provides electric service to the City of West Sacramento, and natural gas service to the entire study area.

5.1.3 Community Cohesion

Community cohesion is the degree to which residents have a sense of belonging to their neighborhood; their level of commitment to the community; or a strong attachment to neighbors, groups, and institutions—usually as a result of continued association over time (California Department of Transportation 2011).

As described above, the study area is divided from east to west by the Sacramento River. Other dividing factors include I-5 and US 50. Pedestrian and bicycle crossing currently is limited over the river and over/under the freeways in the study area.

The West Sacramento portion of the study area (CT 010201) includes a wide variety of land uses, with industrial uses concentrated east of Jefferson Boulevard and south of US 50, and residential and recreational uses located west of Jefferson Boulevard. While there are many new land use changes in West Sacramento, including redevelopment near the waterfront, this block group contains many older single-family residences. The residents share some community facilities, including the churches, schools, and health care facilities in the vicinity, and are likely to shop and recreate locally—although there are no parks in this portion of the study area. These factors indicate a cohesive community.

The Sacramento side of the study area is comprised of a mix of land uses, with the riverfront divided from the neighboring communities by transportation infrastructure (mainly the I-5 and US 50 Interchange). However, CT 2200 contains several established community areas within the Upper Land Park neighborhood. Block Group 2 consists of the Upper Land Park neighborhood, which contains two low-income housing projects, where residents are likely to live in proximity, share resources, and use the same community resources such as the nearby schools, parks, and churches. Well-established single-family residences are located east of 5th street; these residents also are likely to share the same community facilities, including the neighborhood parks, churches, schools, and health care facilities in the vicinity. These factors indicate a cohesive community.

CT 2100 Block Group 1 contains the I-5 and US 50 Interchange and is closer to the urban core of downtown Sacramento. There is a mix of single-family and multi-family/high-density housing, as well as a mix of government buildings and many commercial businesses. This block group is less cohesive than the others in the study area.

5.2 Environmental Consequences

This section addresses the impacts of the project on community character, including effects on regional population, community facilities and services, and community cohesion.

5.2.1 Regional Population Characteristics

No Build Alternative

Regional population characteristics would not change under the No Build Alternative because the project would not be constructed and there would be no changes in access or growth other than what already has been planned for in adopted general plans.

Alternative B

Alternative B does not include changes that could affect the regional population and would not result in displacement or relocation of housing or people. The new crossing would increase roadway capacity; however, the bridge would serve as an additional option for existing residents of West Sacramento and Sacramento, and is not anticipated to increase growth or result in population changes in a manner different from already adopted land use plans. Overall, transportation projects in urban areas are less likely to affect population because the land uses are generally built out.

Alternative C

Like Alternative B, Alternative C would not displace people or houses. Although the new bridge would increase transportation capacity, it is expected to serve the existing residents of West Sacramento and Sacramento, and would not affect regional population characteristics.

5.2.2 Community Facilities and Services

No Build Alternative

There would be no impacts on community facilities and services under the No Build Alternative because the project would not be constructed.

Alternative B

Alternative B would not require acquisition or displacement of any school sites. As discussed above, several schools are in the Sacramento portion of the study area. These schools are close enough to the project limits that they could experience temporary noise and dust impacts associated with project construction. It is anticipated that school bus travel and individual motorist travel to and from these schools would be affected by the project because of construction that would take place on Broadway. Access would not be blocked, although alternative routes may be required; these would be identified in the TMP. Impacts on libraries and other community facilities are not anticipated.

It is expected that public facilities and emergency services in the project vicinity would be minimally affected during construction of roadway improvements in both cities. During construction, short-term lane closures would be necessary on local streets, as described above in Section 2.3.1.1, *Common Design Features of the Build Alternatives*.

As stated in Section 2.3.1.1, access and circulation would change in the study area during construction of Alternative B and post construction. Depending on what direction the emergency service is driving to or from, the route could be shorter, or up to about 0.5 mile longer during construction; and shorter during operations, with another option to cross the Sacramento River. Implementation of a TMP would ensure that construction would not create major delays for emergency service providers. In addition, emergency service providers would be notified as early as possible in order to plan for lane closures and other delays related to construction activity.

A number of public and private utilities would need to be relocated or adjusted to the new ground elevation under Alternative B, including existing water, sewer, gas, overhead and underground electric, and communication facilities within Broadway, South River Road, 15th Street, and Jefferson Boulevard.

Two existing gas transmission lines, Kinder Morgan and PG&E, and a communication line, run under the Sacramento River. As stated in Section 2.3.1.2, *Unique Features of Build Alternatives*, Alternative B conflicts with several utilities at the eastern bridge abutment. Under Alternative B, a portion of both the Kinder Morgan gas transmission line and a communication line would require relocation under Broadway. Utility relocations and adjustments would be conducted prior to or during construction.

Alternative C

Alternative C would not require acquisition or displacement of any school sites. As discussed above, nearby schools are close enough to the project limits that they could experience temporary noise and dust impacts associated with project construction. Access would not be blocked, although alternative routes may be required; these would be identified in the TMP. Impacts on libraries and other community facilities are not anticipated.

It is expected that public facilities and emergency services in the project vicinity would be minimally affected during construction of roadway improvements in both cities. During construction, short-term lane closures would be necessary on local streets, as described above in Section 2.3.1.1, *Common Design Features of the Build Alternatives*.

As stated in Section 2.3.1.1, access and circulation would change in the study area during construction of Alternative C and post construction. Depending on what direction the emergency service is driving to or from, the route could be shorter, or up to about 0.5 mile longer during construction; and shorter during operations, with another option to cross the Sacramento River. Implementation of a TMP would ensure that construction would not create major delays for emergency service providers. In addition, emergency service providers would be notified as early as possible in order to plan for lane closures and other delays related to construction activity.

A number of public and private utilities would need to be relocated or adjusted to the new ground elevation under Alternative C, including existing water, sewer, gas, overhead and underground electric, and communication facilities within Broadway, South River Road, 15th Street, and Jefferson Boulevard.

Two existing gas transmission lines, Kinder Morgan and PG&E, and a communication line, run under the Sacramento River. As stated in Section 2.3.1.2, *Unique Features of Build Alternatives*, Alternative C conflicts with the Kinder Morgan line at the eastern bridge abutment. The portion of the gas line under Broadway would require relocation. Utility relocations and adjustments would be conducted prior to or during construction. The communication line and PG&E line would not be affected by Alternative C.

5.2.3 Community Cohesion

No Build Alternative

There would be no impacts on community cohesion under the No Build Alternative because the project would not be constructed.

Alternative B

As noted above, *community cohesion* is the degree to which residents have a “sense of belonging” to their neighborhood; a level of commitment of the residents to the community; or a strong attachment to neighbors, groups, or institutions—usually because of continued association over time (California Department of Transportation 2011). Communities often are delineated by physical barriers such as major roadways or large open space areas.

Cohesive communities are indicated by specific social characteristics, such as long average lengths of residency, home ownership, frequent personal contact, ethnic homogeneity, high levels of community activity, and shared goals. Transportation projects may divide cohesive neighborhoods when the projects act as physical barriers or are perceived by residents as psychological barriers. A transportation project perceived as a physical or psychological barrier may isolate one portion of a homogeneous neighborhood.

The study area is divided east/west by the Sacramento River. West Sacramento has an established neighborhood south of I-5, with associated schools, parks, and community facilities that creates a higher level of community cohesion. The Sacramento portion of the study area is further divided by I-5 and US 50, and due to the urban and industrial nature of the downtown Sacramento area, this portion of the study area does not possess a high level of community cohesion. However, there are several established neighborhoods in the Sacramento portion of the study area, primarily the Upper Land Park neighborhood.

Roadway modifications would occur under Alternative B. The affected roadways in the study area, including South River Road in West Sacramento and Broadway in Sacramento, serve as primary transportation routes for residents, commuters and patrons of the local businesses and shopping areas. During the active construction period, travelers may experience delays that would require temporary lane closures. These delays could discourage some travelers from using these access routes; but lane closures would be temporary, and implementation of the project’s TMP would ensure that access to adjacent properties would be provided during construction and that delays would be minimized as much as possible. The staging areas used during project construction could result in temporary traffic detours; the areas would be returned to their pre-project conditions at the completion of the project.

In West Sacramento, Alternative B includes realigning 15th Street between Jefferson Boulevard and South River Road. In the interim year, this would require a new intersection connection for the proposed bridge at 15th Street, and new northbound and southbound turn pockets on South River Road at 15th Street. In the design year, Alternative B would require modifications to the approved mobility network in West Sacramento, including shifting the alignment of South River

Road and the bridge connection to the east and roadway striping and turn pocket additions on Jefferson Boulevard, South River Road, and Alameda Boulevard.

Alternative C

In West Sacramento, Alternative C would connect the new bridge to South River Road at a new intersection between 15th Street and Circle Street. By the interim year, this would require modifications to the approved mobility network, including construction of a new “T” intersection on South River Road and construction of interim northbound and southbound turn pockets on South River Road. By the design year, Alternative C would require that South River Road and the new “T” intersection be realigned approximately 100 feet to the east, as well as roadway striping and turn pocket additions on Jefferson Boulevard, South River Road, and Alameda Boulevard.

Both build alternatives involve constructing a new bridge across the Sacramento River. This new facility would not significantly alter the divisions already existing in the communities nor would it further divide existing communities. Rather, the new bridge would serve to enhance connectivity between West Sacramento and Sacramento, and would provide additional opportunities for all modes of transportation to access economic and recreational activities in both cities and along the riverfront. The new bridge also would contain bicycle and pedestrian facilities that would improve bicycle and pedestrian connectivity between the cities. Alternative C likely would result in more construction-related impacts due to the required realignment of South River Road. For both alternatives, however, temporary detours would be in place during any road closures, ensuring that cut-through traffic does not disrupt existing neighborhoods or community areas. Thus, negative effects on community cohesion are not anticipated as a result of either of the build alternatives.

5.3 Avoidance, Minimization, and Mitigation Measures

No mitigation is required. Implementation of the TMP would reduce potential impacts on the response times of emergency service providers (including law enforcement, fire protection, and ambulance service providers) caused by potential construction delays. Therefore, no additional measures to reduce impacts are proposed.

The following emergency service providers would be notified by the lead agency prior to any road closures:

- City of West Sacramento Police Department
- City of Sacramento Fire Department
- City of West Sacramento Fire Department
- Yolo County Sheriff Department
- City of Sacramento Police Department
- Sacramento County Sheriff Department

- California Highway Patrol

Early notification of utility service and communications providers would help to ensure that patrons are notified prior to any temporary loss of service.

5.4 Economic Conditions

5.4.1 Affected Environment

5.4.1.1 Regional Economy

Information was gathered from the U.S. Census Bureau’s American Community Survey to determine the top industries, employment, income, and poverty characteristics (U.S. Census Bureau 2017b). The top industry category in both cities is educational services. The top five industry categories in West Sacramento and Sacramento according to the U.S. Census Bureau for the year 2017 are shown in Table 5-3.

Major employers in West Sacramento include Washington Unified School District, California State Teachers Retirement System, Ambius Sacramento, Walmart Supercenter, and Tony’s Fine Foods/UnFi (City of West Sacramento 2018b). The major employers in Sacramento are Kaiser Permanente, Sutter Health, and Dignity Health. The State, UC Davis, and the County of Sacramento are the Sacramento area’s largest public sector employers (City of Sacramento 2015a).

Table 5-3. Top Five Industry Categories in West Sacramento and Sacramento (2017)

Industry	Civilian Employed Population 16 Years and Over
West Sacramento	23,553
Educational services, and health care and social assistance	4,555
Public administration	2,971
Retail Trade	2,559
Professional, scientific, and management and administrative and waste management services	2,511
Finance and insurance, and real estate and rental leasing	1,569
Sacramento	501,082
Educational services, and health care and social assistance	112,322
Professional, scientific, and management and administrative and waste management services	59,391
Retail Trade	56,470
Public Administration	41,073
Arts, entertainment, and recreation, and accommodation and food services	49,172

Source: U.S. Census Bureau 2017b.

5.4.1.2 Employment and Income

According to the U.S. Census Bureau (2017c), several block groups in the study area have a lower median household income and a higher percentage of individuals below the federal poverty level compared to the respective cities—especially both block groups in CT 2200. Table 5-4 shows income and poverty statistics in the study area and region.

Table 5-4. Income and Poverty Statistics in the Study Area (2017)*

Area	Median Household Income	% Individuals Below the Poverty Level
California	\$67,169	15.1
West Sacramento	\$59,586	16.9
CT 010201 BG 1	\$58,571	19.8
Sacramento	\$54,615	19.8
CT 002200 BG 1	\$26,587	51.9
CT 002200 BG 2	\$13,415	84.2
CT 002100 BG 1	\$86,750	16.5

Source: U.S. Census Bureau 2017c.

CT = census tract.

BG = block group.

* Refer to Figure 1-1 for location of census tracts and block groups included in this table.

Based on U.S. Census Bureau data from the American Community Survey 5-Year Estimates, the unemployment rate is 9.2 percent in Sacramento and 9.6 percent in West Sacramento (U.S. Census Bureau 2017d).

5.4.2 Environmental Consequences

No Build Alternative

The No Build Alternative, not building the bridge, would not directly lead to economic changes. However, existing and proposed land use and development plans in both cities have the potential to cause economic changes, including the relocation and creation of economic opportunities.

Alternative B

Construction of Alternative B would result in a small and temporary increase in the demand for construction workers, and could easily be accommodated by the local labor force due to the varied types of workers that would be needed over the multi-year construction period.

Temporary impacts on circulation and access would result from construction activities, which may affect local residents' ability to commute to their places of employment. These effects on access to employment would be addressed through implementation of the TMP, described in Section 6.2, *Traffic and Transportation/Pedestrian and Bicycle Facilities*, below.

Some temporary and permanent land acquisitions would be necessary to construct Alternative B. In West Sacramento, Alternative B would result in the acquisition of portions of parcels 058-028-006 and 058-028-007. This would displace two businesses, Pegasus Pest Control and Davis Truck Painting. Efforts to relocate the businesses as close as possible to their existing

location would be pursued to minimize impacts on business operations and their normal customer base. The area for relocations would be within the city of West Sacramento. A Relocation Impact Report would be required to determine whether there is a sufficient number of commercial replacement properties in the replacement area. In Sacramento, portions of three parcels that are all part of the Chevron, Inc. property and one parcel that is part of the Phillips 66 Company property would be acquired, affecting the operation of these two businesses. Relocation may be necessary. Also, redevelopment consistent with the West Broadway Specific Plan would replace the existing fuel storage facilities along the waterfront near Broadway with new uses.

Alternative C

As with Alternative B, construction of Alternative C would result in a small and temporary increase in the demand for construction workers that would be accommodated by the local labor force. Temporary impacts on circulation and access would result from construction activities and would be addressed in the TMP.

Alternative C would result in temporary and permanent land acquisitions. In West Sacramento, Alternative C would result in the acquisition of portions of parcels 058-028-006 and 058-028-014. This would displace two businesses, Pegasus Pest Control and Ramos Oil Company. Efforts would be made to relocate Pegasus Pest Control as close as possible to the existing location. The area for relocations would be within the city of West Sacramento. A Relocation Impact Report would be required to determine whether there is a sufficient number of commercial replacement properties in the replacement area. Ramos Oil Company is located in the Pioneer Bluff and Stone Lock Reuse Master Plan area. De-industrialization is one of the first steps that would take place in the plan area, and the City of West Sacramento is actively pursuing projects that will de-industrialize the area and increase parks, recreation, open space, and mixed uses. Ramos Oil Company would not likely be relocated nearby the existing location, but in other areas of the city that are designated for industrial use.

In Sacramento, as with Alternative B, portions of three parcels that are part of the Chevron, Inc. property and one parcel that is part of the Phillips 66 Company property would be acquired, affecting the operations of both businesses.

The proposed project would not result in the creation of permanent jobs in the cities of West Sacramento or Sacramento. No adverse impacts on employment and income are anticipated with implementation of the project. The project would improve access for residents in the neighborhood surrounding the project site—particularly those who bicycle to work—as the proposed bridge would include bicycle facilities. The project would result in beneficial impacts related to access to employment and economic activities along the waterfront in both cities.

5.4.3 Avoidance, Minimization, and Mitigation Measures

The TMP for the project would reduce potential effects on local businesses from construction delays.

Any acquisitions and compensation to property owners would occur consistent with the Federal Uniform Relocation Assistance and Real Properties Acquisition Policies Act, as amended. A Relocation Impact Report would be required to determine whether a sufficient number of commercial replacement properties are available in the replacement area. No other avoidance, minimization, or mitigation measures are required.

5.5 Relocations and Real Property Acquisition

This section describes the potential for business and residential displacements and relocations resulting from the need to acquire right-of-way to accommodate the project.

5.5.1 Affected Environment

Alternative B

A summary of temporary and permanent acquisitions by parcel number is shown in detail in Chapter 2, Table 2-2, for both interim year and design year. A map of proposed acquisitions is included in Appendix B. With implementation of Alternative B, seven parcels would be affected in West Sacramento, and eight parcels would be affected in Sacramento.

The businesses requiring relocation under Alternative B are listed in Table 5-5.

Table 5-5. Alternative B Business Relocations

Assessor's Parcel Number	Address	Business
West Sacramento		
058-028-006	1500 South River Road	Pegasus Pest Control
058-028-007	1550 South River Road	Davis Truck Painting
Sacramento		
009-0012-008	2420 Front Street	Chevron USA, Inc.
009-0012-071	2420 Front Street	Chevron USA, Inc.
009-0012-072	2420 Front Street	Chevron USA, Inc.
009-0030-054	76 Broadway	Phillips 66 Company

Alternative C

A summary of temporary and permanent acquisitions for Alternative C is shown in detail in Chapter 2, Table 2-4, for both interim year and design year. A map of proposed acquisitions is included in Appendix B. With implementation of Alternative C, four parcels would be affected in West Sacramento, and eight parcels would be affected in Sacramento.

The businesses requiring relocation under Alternative C are listed in Table 5-6.

Table 5-6. Alternative C Business Relocations

Assessor's Parcel Number	Address	Business
West Sacramento		
058-028-006	1500 South River Road	Pegasus Pest Control
058-027-014	1550 South River Road	Ramos Oil Company
Sacramento		
009-0012-008	2420 Front Street	Chevron USA, Inc.
009-0012-071	2420 Front Street	Chevron USA, Inc.
009-0012-072	2420 Front Street	Chevron USA, Inc.
009-0030-054	76 Broadway	Phillips 66 Company

5.5.2 Environmental Consequences

Alternative B

In West Sacramento, the total TCE area needed for construction of Alternative B is 0.531 acre in the interim year and 0.091 acre in the design year (1.280 acres total). The total permanent right-of-way acquisition needed under Alternative B is 4.343 acres in the interim year and 0.279 acre in the design year (4.621 acres total). Acquisition of land in West Sacramento would require relocation of two businesses (Table 5-5).

In Sacramento, the total TCE area needed under Alternative B is 0.658 acre in the interim year. No TCEs are needed for the design year. The total permanent right-of-way acquisition needed under Alternative B is 5.409 acres (all in the interim year). Acquisition of land from three parcels in Sacramento that are part of the Chevron USA, Inc. property would require relocation of current land uses. Acquisition from one parcel owned by Phillips 66 Company also would require business relocation (Table 5-5). However, no business relocations would be necessary in Sacramento if retaining walls were constructed instead of fill slopes.

Alternative C

In West Sacramento, the total TCE area needed for construction of Alternative C is 0.320 acre in the interim year and 0.154 acre in the design year (0.474 acre total). The total permanent right-of-way acquisition needed under Alternative C is 4.218 acres in the interim year and 1.05 acres in the design year (5.268 acres total). Two West Sacramento businesses would require relocation under Alternative C (Table 5-6).

In Sacramento, the total TCE needed under Alternative C is 0.816 (all in the interim year). The total permanent right-of-way acquisition needed under Alternative C is 5.533 acres (all in the interim year). Like Alternative B, acquisitions from four parcels in Sacramento could require business relocation under Alternative C (Table 5-6).

5.5.3 Avoidance, Minimization, and Mitigation Measures

As part of project implementation, all acquisitions would be conducted in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and the California Relocation Act. Refer to Appendix C, *Summary of Relocation Benefits*. No other avoidance, minimization, or mitigation measures are required.

5.6 Environmental Justice

The project is being developed in accordance with the Civil Rights Act of 1964, as amended; the Uniform Relocation and Assistance and Real Property Acquisition Policies Act of 1970, as amended; and EO 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations). EO 12898 requires each federal agency to take the appropriate and necessary steps to identify and address disproportionately high and adverse human health and environmental effects of its programs, policies, and activities on minority and low-income populations.

Environmental justice refers to the fair treatment of people of all races, cultures, and incomes with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. The CEQ's *Environmental Justice: Guidance under the National Environmental Policy Act* (1997) indicates that environmental justice concerns may arise from impacts on the natural or physical environment, such as human health or ecological impacts, or from related social or economic impacts on minority and low-income populations.

For adverse environmental justice effects to result from the project, two conditions need to exist. First, minority or low-income populations need to reside in parts of the study area that would be adversely affected by the project. Second, any adverse impacts would need to fall disproportionately on minority or low-income populations, rather than proportionately on all populations affected by the project.

Once minority and low-income populations are identified and an environmental justice analysis is required, it must be determined whether there would be a disproportionately high and adverse effect on human health or the environment. This requires comparing the burdens and benefits that would be experienced by environmental justice populations with the burdens and benefits that would be experienced by non-environmental justice populations. U.S. Department of Transportation Order 5610.2(a) defines a *disproportionately high and adverse effect* as one that would meet either characteristic below.

- The adverse effect would be predominantly borne by a minority and/or low-income population.
- The adverse effect suffered by the minority and/or low-income population would be appreciably more severe than the adverse effect suffered by the non-minority and/or non-low-income population.

5.6.1 Affected Environment

As discussed in more detail in Section 5.1.1.1, several of the census tracts in the study area have higher percentages of minority populations and low-income populations compared to the rest of Sacramento and West Sacramento. Therefore, an environmental justice evaluation is warranted. The block group with notably low incomes and high percentages of minority residents is CT 002200 Block Group 2.

5.6.2 Environmental Consequences

Adverse Effects on the Overall Population

The technical reports addressing aesthetics/visual resources, air quality, and noise and vibration indicate that some potential adverse effects are expected to result from the project. The impacts identified in these technical reports and the measures to avoid or reduce them are summarized below.

Aesthetics/Visual Resources

As described in the *Visual Impact Assessment* (ICF 2020), the Sacramento and West Sacramento Visual Assessment Units (VAUs) are comprised of developed and vacant land uses, and viewer response is considered moderate-low. Any visual degradation resulting from project construction activities would be more noticeable in areas adjacent to residential and recreational areas along the Sacramento River than in industrial and commercial areas.

Construction would result in temporary visual impacts that would not affect the existing visual quality for an extended period, and construction staging areas would be restored to pre-project conditions. Therefore, construction of the proposed bridge would not greatly alter the existing visual character of the project corridor.

The project features would generally keep the existing visual character of the area. Viewers within the project area are familiar with existing bridges (Tower Bridge, I Street Bridge) along this segment of the river, and the proposed bridge is consistent with the existing visual environment. The proposed bridge would not be an eyesore and would not greatly alter the existing visual character of the project corridor. The project would not substantially obstruct long-distance views or substantially alter the existing visual character of the study area. Furthermore, many roadway neighbors and users may view the project in a positive manner because of the improved connectivity it would provide. The bridge could result in a substantial source of nighttime light and glare that could adversely affect nighttime views in the area. Implementation of mitigation would ensure that the lighting impacts are minimized. Therefore, impacts resulting from operation of the project are considered less than significant. Impacts would be experienced proportionally by all residents surrounding the study area, not disproportionately by the minority residents. Mitigation measures listed in the *Visual Impact Assessment* (ICF 2020) would reduce operational impacts on aesthetics/visual resources. These measures are listed below in Section 5.6.3.1.

Air Quality

As described in the *Air Quality Report* (Terry A. Hayes Associates Inc. 2020) Construction of the project would generate dust, diesel fumes, and noise during construction periods. Construction activities are expected to temporarily increase traffic congestion in the area, resulting in increases in emissions from traffic during the delays. When compared to the No Build Alternative, the Build Alternatives would result in slight increases in daily pollutant emissions and PM emissions in the design year of 2040, but these emissions are below the operational air district thresholds and would not result in adverse effects. Relative to the Existing Conditions, implementation of the Build Alternatives would reduce regional mobile source air toxin (MSAT) emissions. Relative to the No Build Alternative, the increase in vehicle miles traveled associated with Alternatives B and C would result in negligible increases in MSAT emissions at the localized level and would not result in adverse effects.

Caltrans standard measures are included in the project description. Additional measures are listed in Section 5.6.3.2 below. No other minimization measures are necessary to reduce construction emissions. The air quality analysis demonstrates that the proposed project would not meaningfully affect long-term emissions, and therefore no minimization measures have been identified. Furthermore, the minor air quality impacts would be experienced proportionally by all residents across the six-county roadway network surrounding the study area, not disproportionately by the minority residents.

Noise and Vibration

According to the *Noise Study Report* (HMMH 2020), construction would occur in accordance with provisions in Section 14-8.02, *Noise Control* of the *Caltrans Standard Specifications* and applicable local noise standards. Construction noise would be short term, intermittent, and typically overshadowed by local traffic noise. No adverse noise impacts from construction are anticipated.

Noise sensitive areas (NSAs) were identified in the report. NSAs B, C, and D are in the West Sacramento portion of the study area in the residential neighborhood along Jefferson Boulevard (Census Tract 01021). NSA E is in the Sacramento portion of the study area near Miller Park and does not include residential uses (Census Tract 02200). Under both Alternatives B and C, no substantial increase is predicted in NSA E and noise criterion would not be exceeded. Under both Alternatives B and C, traffic noise levels would increase by up to 2 dBA relative to existing conditions, which would exceed noise abatement criterion at residences in West Sacramento along Jefferson Boulevard (Census Tract 01021).

Census tract 01021 is not considered an environmental justice community, and no noise impacts would be disproportionately borne by an environmental justice community in the study area.

Environmental Justice Conclusion

In general, impacts resulting from construction would be most noticeable in the areas closest to the project alignment because construction work would create traffic, noise, and dust. However, the impacts borne by the environmental justice populations of the study area would be similar to

and no greater than impacts borne by all populations within the study area. As stated above, minority and low-income populations are scattered throughout the study area and not concentrated in one specific place, nor would they experience a disproportionately high or adverse effect related to visual changes, air quality or noise impacts.

For the reasons above and in consideration of the benefits that the project would provide to *all* the minority and low-income residents of the study area by increasing access across the Sacramento River, improving connectivity between West Sacramento and Sacramento, and enhancing bicycle and pedestrian facilities, the proposed project is not considered to cause disproportionately high and adverse human health and environmental effects on minority and low-income residents of the study area.

All considerations under Title VI of the Civil Rights Act of 1964 and related statutes have been included in this project. Caltrans' commitment to upholding the mandates of Title VI is evidenced by its Title VI Policy Statement, signed by the Director.

5.6.3 Avoidance, Minimization, and Mitigation Measures

5.6.3.1 Visual Resources

1. (Minimization) Work with Stakeholders to Determine Bridge Aesthetics. The project proponent will conduct a focused outreach effort and will conduct a public meeting, charrette session, or similar public engagement method with public stakeholders to develop an aesthetic design approach to aid in reducing the visual impact of the proposed bridge. This measure will allow concerned viewers to assist in creating a bridge that is visually appealing to the general public, while balancing the need for increased circulation access at this location. Affected stakeholders will be able to provide input on the preferred architectural style and coloring of the proposed bridge.

1. (Mitigation) Apply Minimum Lighting Standards. All artificial outdoor lighting and overhead street lighting will be limited to safety and security requirements and the minimum required for driver safety.

2. (Mitigation) Implement Project Landscaping. The project proponent will install landscaping where space and safety considerations allow and in a manner that is consistent with the Cities of West Sacramento and Sacramento planning policies and directives to improve city streetscapes. Prior to approval of the roadway design, the City of West Sacramento and /or City of Sacramento project landscape architect will review project designs to ensure that the following elements are implemented in the project landscaping plan.

5.6.3.2 Air Quality

AQ-1 (Minimization): The construction contractor must comply with the Caltrans' Standard Specifications in Section 14-9 (2018).

AQ-2 (Minimization): Construction equipment and vehicles will be properly tuned and maintained. All construction equipment will use low sulfur fuel as required by CA Code of Regulations Title 17, Section 93114.

AQ-3 (Minimization): During construction, contractors are required to comply with the requirements of all applicable state and local regulations including, but not limited to, YSAQMD Rule 2-11 (Particulate Matter Concentration) and SMAQMD Rule 403 (Fugitive Dust).

Chapter 6 Traffic and Transportation/ Pedestrian and Bicycle Facilities

This chapter describes the circulation, parking, pedestrian and bicycle facilities, and public transportation in the study area. It discusses the affected environment; environmental consequences; and avoidance, minimization, and mitigation measures for these transportation components in the study area.

6.1 Affected Environment

6.1.1 Access, Circulation, and Parking

6.1.1.1 Access

The primary roads in the project area and vicinity are shown in Figure 2-1. The Broadway Bridge would create a fourth river crossing that connects Sacramento and West Sacramento. The other three crossings are the I Street Bridge (C Street/I Street), the Tower Bridge (Capitol Mall/West Capitol Avenue) and the Pioneer Memorial Bridge (US 50/Business 80). I-5 crosses the study area in a north/south direction on the Sacramento side of the river and US 50/Business 80 crosses the study area in an east-west direction. The primary local arterial on the Sacramento side of the study area is Broadway. The primary arterials on the West Sacramento side of the study area are Jefferson Boulevard and South River Road.

6.1.1.2 Circulation

In addition to roadways, the multi-modal transportation system in the study area includes public transit, bikeways, pedestrian pathways/sidewalks, and rail service.

Transit and Rail Services

Yolo Bus provides transit service in Yolo County, primarily between Davis, Woodland, West Sacramento, and Sacramento. There are 14 regular bus routes, with an additional 6 commuter bus routes and 7 express bus routes that provide extra service during commute hours.

Sacramento Regional Transit operates bus routes and light rail service in the Sacramento portion of the study area. Bus routes in the study area are located on Broadway, 3rd Street, and 5th Street. The closest light rail service is the blue line several blocks to the north and east that provides service from South Sacramento at Cosumnes River College to north Sacramento near Watt Avenue.

Pedestrian and Bicycle Facilities

A moderate amount of pedestrian and bicycle facilities are available in the study area. In West Sacramento, South River Road has a Class II bike lane, and a Class I bike path is along the west side of the Sacramento River south of C Street (Fehr & Peers 2013:Figure 3). In Sacramento, an on-street Class II bike lane is on Broadway and Front Street, and Class III bike lanes are on Broadway west of Front Street. An off-street bike lane in the Sacramento River Parkway runs along the east bank of the Sacramento River through the study area.

Parking

Parking is provided throughout the study area, both on-street parking and in public and private surface lots. In West Sacramento, parking in the study area is available in private surface lots. On-street parking in West Sacramento is limited in the study area; however, it is available on the roadways west of Jefferson Boulevard. In Sacramento, on-street parking is available on Broadway, 3rd Street, and other adjacent roadways. Surface parking lots also are associated with local business/commercial uses, schools, and churches, including the Sacramento Regional Transit lot on 3rd Street and R Street.

6.2 Environmental Consequences

6.2.1 Access, Circulation, and Parking

No Build Alternative

Under the No Build Alternative, the project would not be constructed and there would be no changes to access, circulation, or parking other than from already planned projects such as the approved mobility network in West Sacramento and the Broadway Complete Streets Project in Sacramento.

Alternative B

For the Alternative B bridge connection to the roadway network in West Sacramento, 15th Street would be realigned consistent with the approved mobility network and extended to connect to the new bridge. By 2030, northbound and southbound right-turn pockets would be constructed on South River Road at 15th Street. By 2040, South River Road would be realigned to the east to conform with the approved mobility network.

In Sacramento, Alternative B includes reconstructing approximately 350 feet of Marina View Drive to accommodate the change in elevation of Broadway. During and after construction, access to the park would be maintained at all times, and no other changes to the park would occur. Bicycle and pedestrian access to the park would parallel Marina View Drive after construction.

Alternative C

In West Sacramento, Alternative C would require construction of a new “T” intersection on the existing alignment of South River Road by the interim year (2030). Constructing the “T” intersection and northbound and southbound right-turn pockets on South River Road at 15th Street would require modification to the approved mobility network. A roadway realignment would be necessary to shift South River Road and the “T” intersection connection with the new bridge to the east to conform with the approved mobility network by 2040.

Similar to Alternative B, Marina View Drive and the entrance to Miller Park would be reconstructed, and temporary and permanent changes to park access would occur. Bicycle and pedestrian facilities changes would be similar to those under Alternative B.

Under both build alternatives, the project would change access and circulation on local roads in the immediate vicinity of the project for motorists, pedestrians, and bicyclists traveling between Sacramento and West Sacramento. Both temporary and permanent changes would occur. During construction, motor vehicles would continue to use the existing bridges and roadways to the north to cross the Sacramento River.

By the interim year (2030), there would be several changes to the current roadway network in West Sacramento. In the design year (2040), South River Road will have been realigned to the east. In order to construct the proposed project, including the new intersection at South River Road, a portion of South River Road would require temporary closure.

Closure of 15th Street also may be necessary. The detour is described in Chapter 2, Section 2.3.1.1. Impacts on these roadways and intersection would last up to 42 months, depending on final phasing of the project.

In Sacramento, construction of street widening and sidewalk improvements under the I-5 viaduct structures would be phased to maintain access to Front Street. Access to Miller Park and Sacramento Marina would be maintained as well. Impacts on these roadways would be temporary and last up to 42 months, depending on final phasing of the project.

Parking in the study area in West Sacramento would continue to be primarily within private surface lots. Parking in the study area in Sacramento would continue on streets and in public and private surface lots. On-street parking on Broadway would occur in locations where it can be accommodated.

6.2.2 Public Transportation

The project would not affect light rail service. Bus stops in Sacramento could be affected during construction at the Broadway and 5th Street intersection and in West Sacramento at Jefferson Boulevard and 15th Street (northbound). However, this impact would be temporary and occur only during the construction window.

6.3 Avoidance, Minimization, and Mitigation Measures

The project includes implementation of a TMP that would provide for dissemination of information regarding temporary transportation changes, including roadway, bikeway, and pedestrian route closures and detours. No other avoidance, minimization, or mitigation measures are required.

Chapter 7 Public Involvement

The Cities of West Sacramento and Sacramento hosted a community outreach event on June 14, 2017, to discuss projects happening along the Downtown Riverfront, including the Broadway Bridge Project. The event was held at the West Sacramento Corporation Yard.

A Notice of Preparation of an Environmental Impact Report/Environmental Assessment was released on July 12, 2017. A public scoping meeting/community open house was held on July 27, 2017 at Arthur A. Benjamin Health Professions High School at 451 McClatchy Way in Sacramento.

The Broadway Bridge Project has a project mailing list and website for interested residents.

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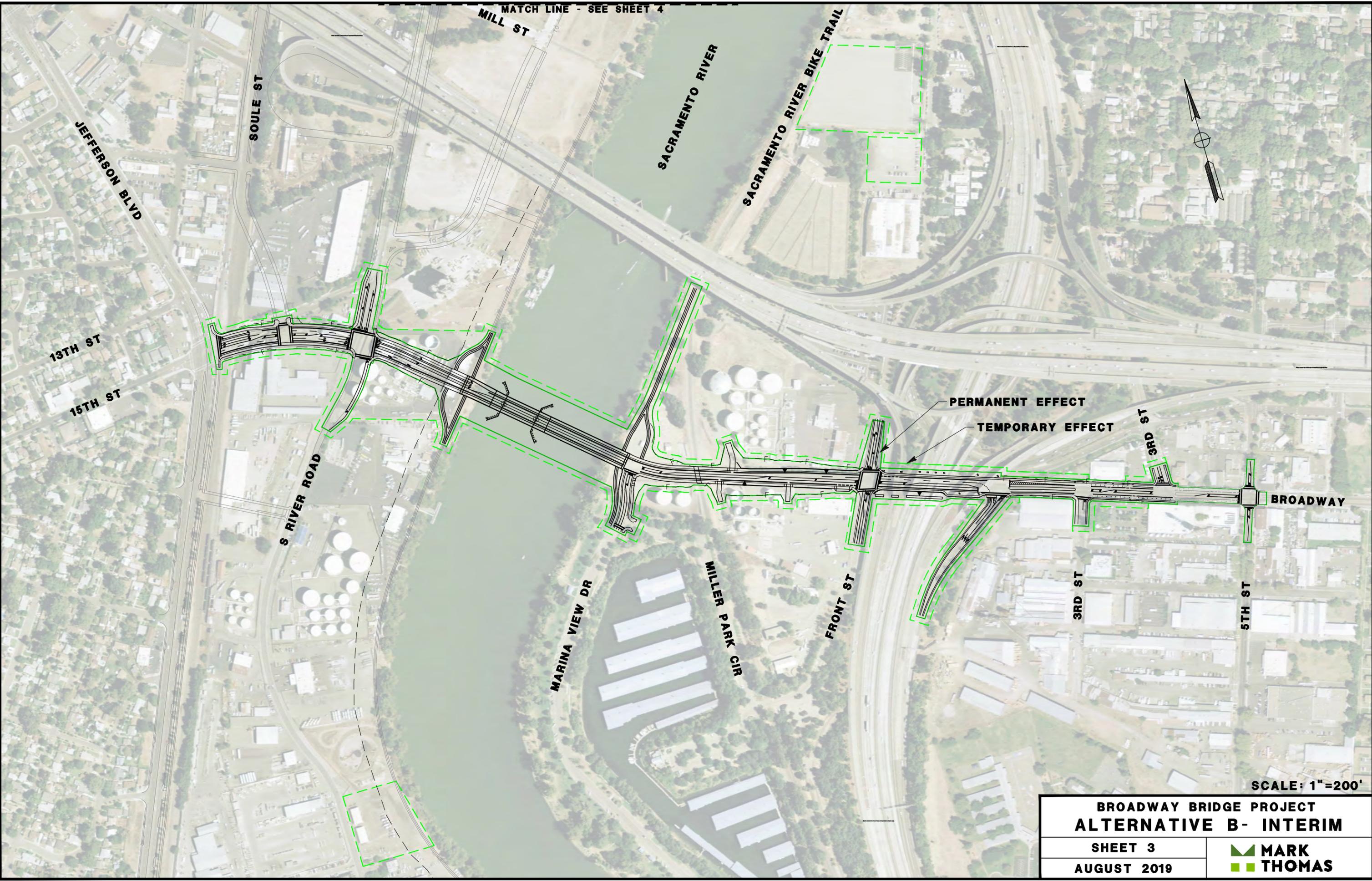
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Appendix **A** Plan View Drawings of Build Alternatives by Phase

MATCH LINE - SEE SHEET 4

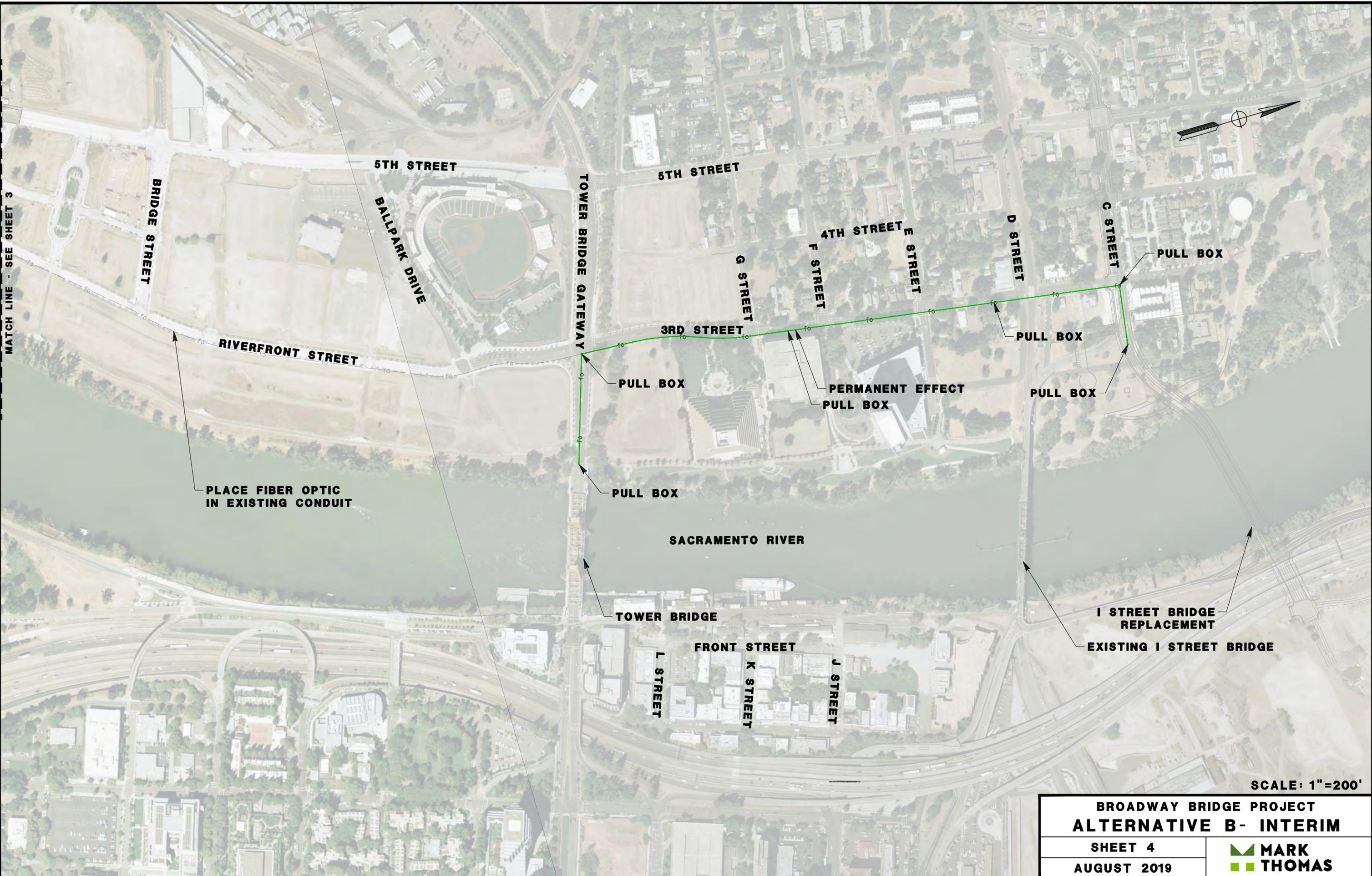


PERMANENT EFFECT
 TEMPORARY EFFECT

SCALE: 1"=200'

BROADWAY BRIDGE PROJECT ALTERNATIVE B- INTERIM	
SHEET 3	
AUGUST 2019	
 MARK THOMAS	

MATCH LINE - SEE SHEET 3



PLACE FIBER OPTIC IN EXISTING CONDUIT

SACRAMENTO RIVER

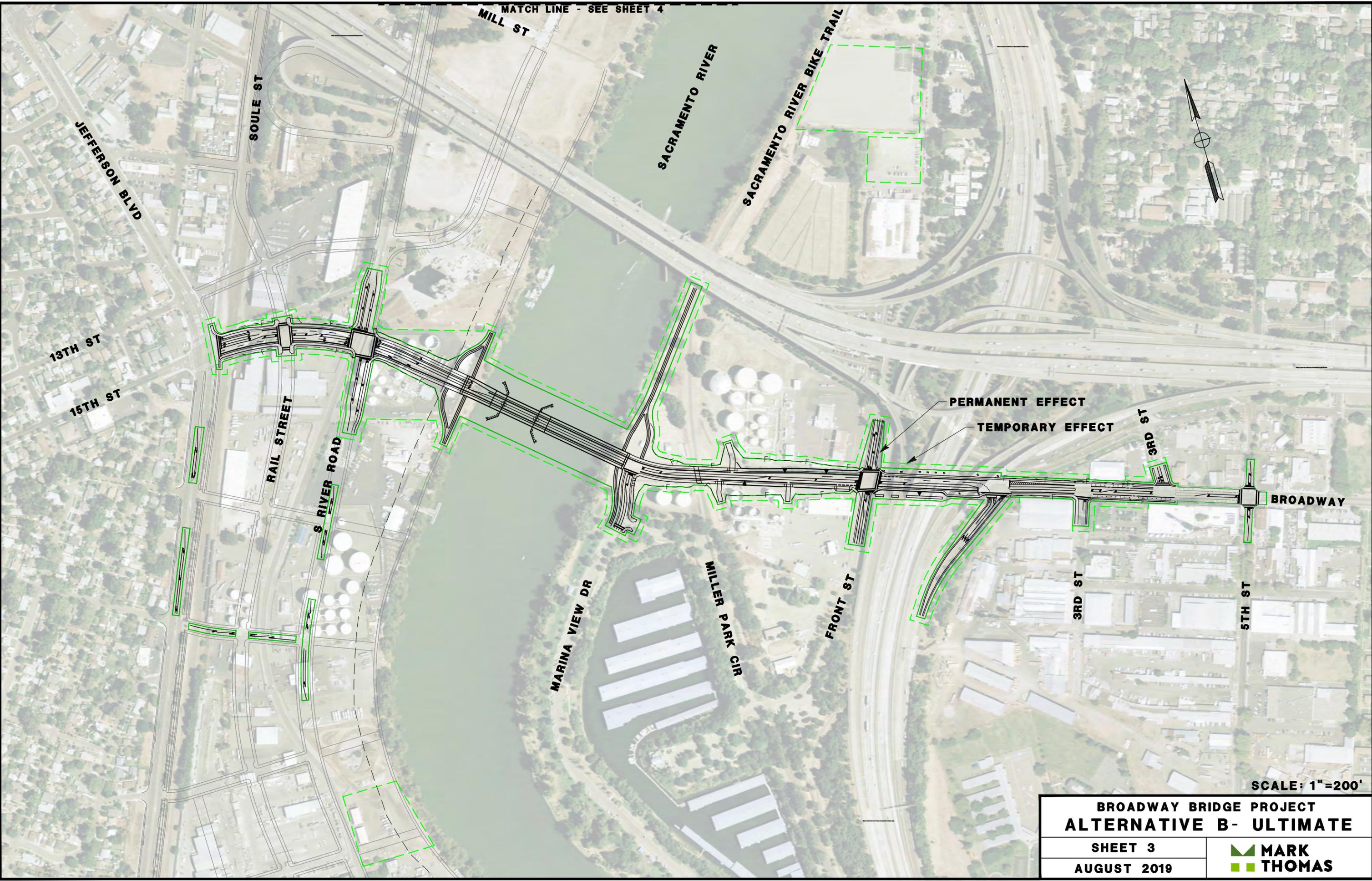
TOWER BRIDGE

I STREET BRIDGE REPLACEMENT
EXISTING I STREET BRIDGE

SCALE: 1"=200'

BROADWAY BRIDGE PROJECT	
ALTERNATIVE B- INTERIM	
SHEET 4	
AUGUST 2019	
	MARK THOMAS

MATCH LINE - SEE SHEET 4

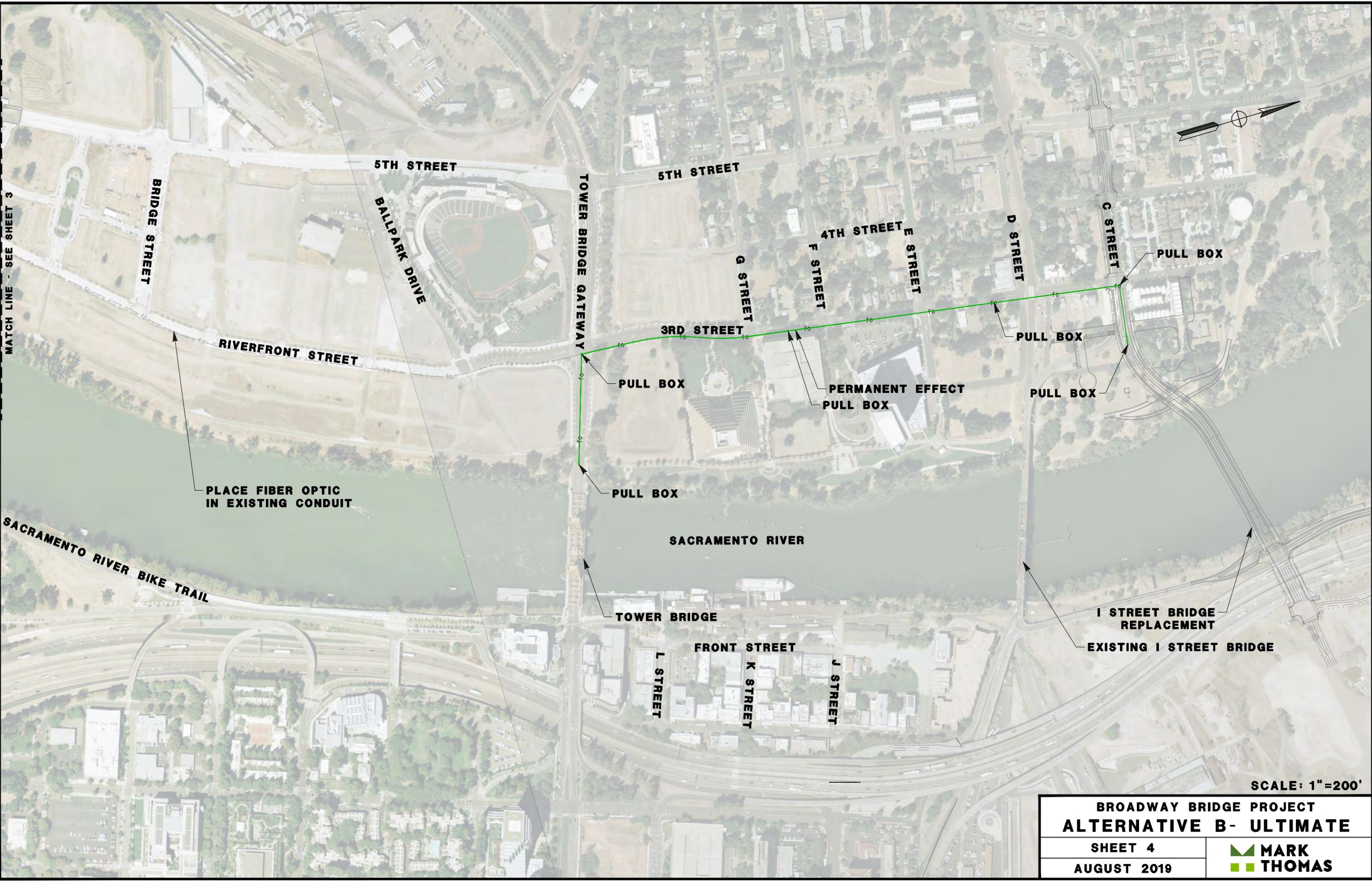
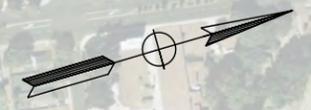


PERMANENT EFFECT
 TEMPORARY EFFECT

SCALE: 1"=200'

BROADWAY BRIDGE PROJECT ALTERNATIVE B- ULTIMATE	
SHEET 3	
AUGUST 2019	
	MARK THOMAS

MATCH LINE - SEE SHEET 3



PLACE FIBER OPTIC IN EXISTING CONDUIT

PULL BOX

PERMANENT EFFECT PULL BOX

PULL BOX

PULL BOX

PULL BOX

PULL BOX

TOWER BRIDGE

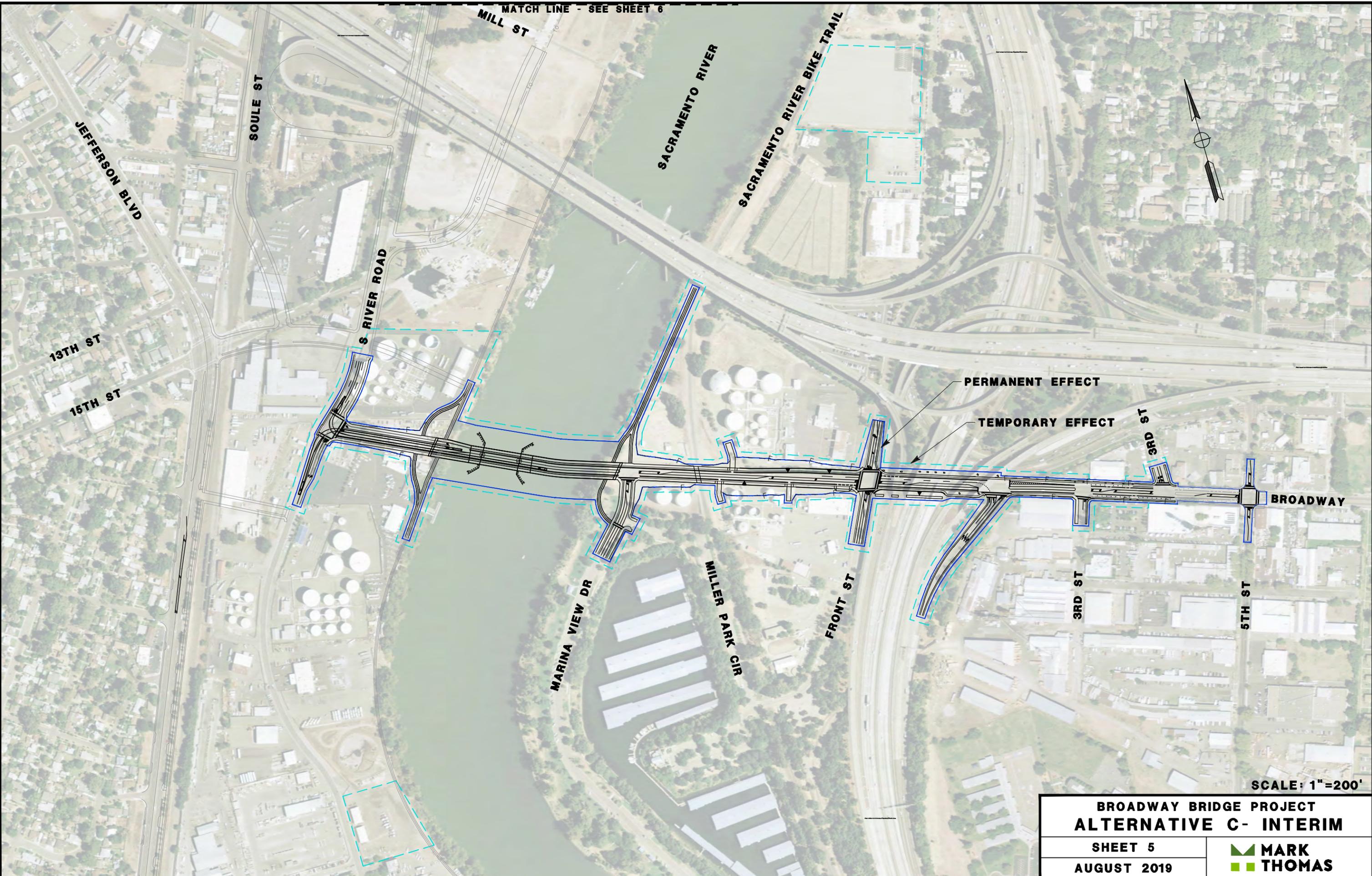
I STREET BRIDGE REPLACEMENT

EXISTING I STREET BRIDGE

SCALE: 1"=200'

BROADWAY BRIDGE PROJECT	
ALTERNATIVE B- ULTIMATE	
SHEET 4	
AUGUST 2019	
	MARK THOMAS

MATCH LINE - SEE SHEET 6



PERMANENT EFFECT

TEMPORARY EFFECT

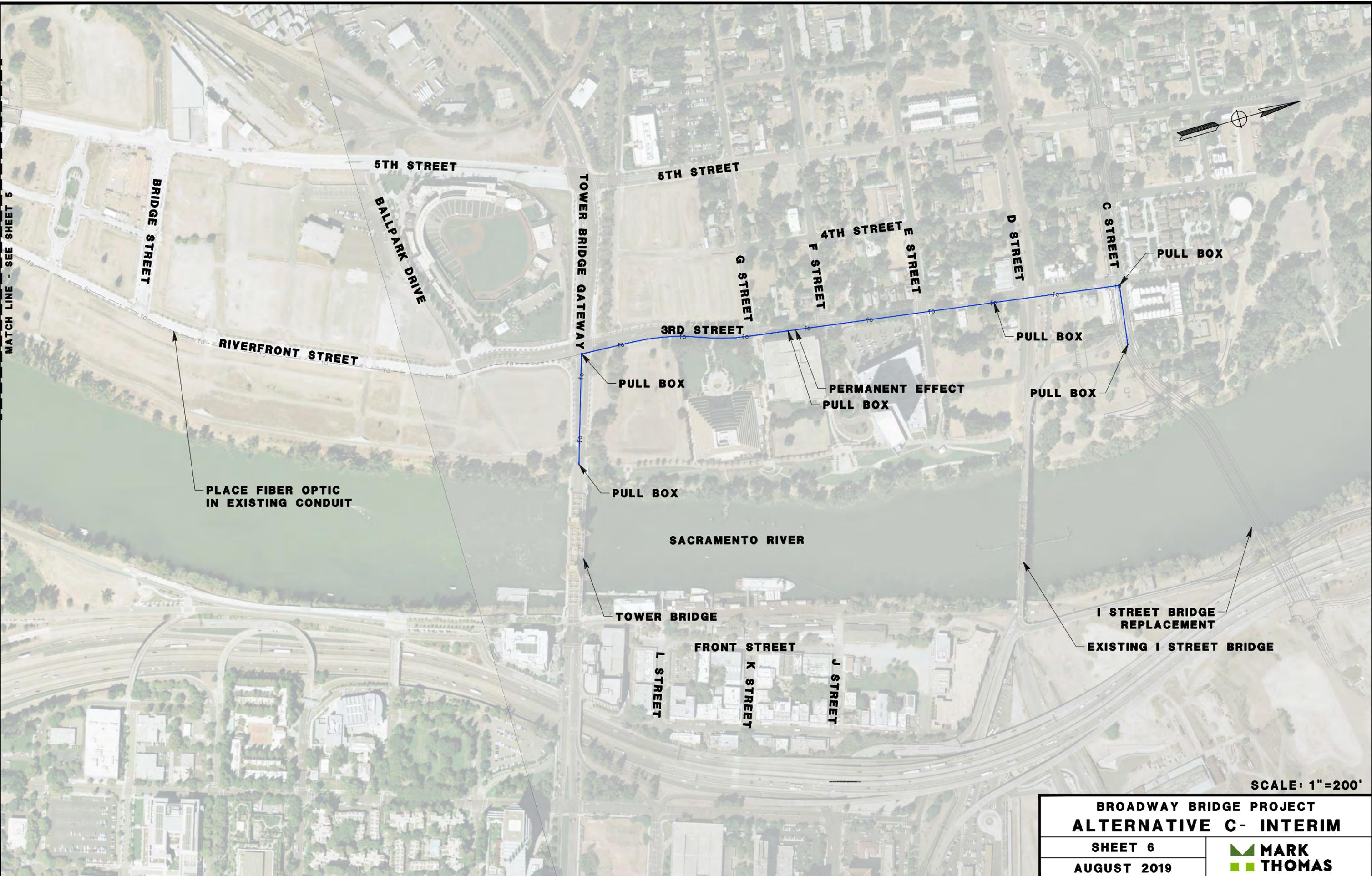
SCALE: 1"=200'

**BROADWAY BRIDGE PROJECT
ALTERNATIVE C- INTERIM**

SHEET 5
AUGUST 2019

**MARK
THOMAS**

MATCH LINE - SEE SHEET 5



PLACE FIBER OPTIC
IN EXISTING CONDUIT

BRIDGE STREET

5TH STREET

BALPARK DRIVE

TOWER BRIDGE GATEWAY

5TH STREET

3RD STREET

G STREET

4TH STREET

F STREET

E STREET

D STREET

C STREET

PULL BOX

PULL BOX

PULL BOX

PULL BOX

PERMANENT EFFECT
PULL BOX

PULL BOX

SACRAMENTO RIVER

TOWER BRIDGE

I STREET BRIDGE
REPLACEMENT

EXISTING I STREET BRIDGE

FRONT STREET

L STREET

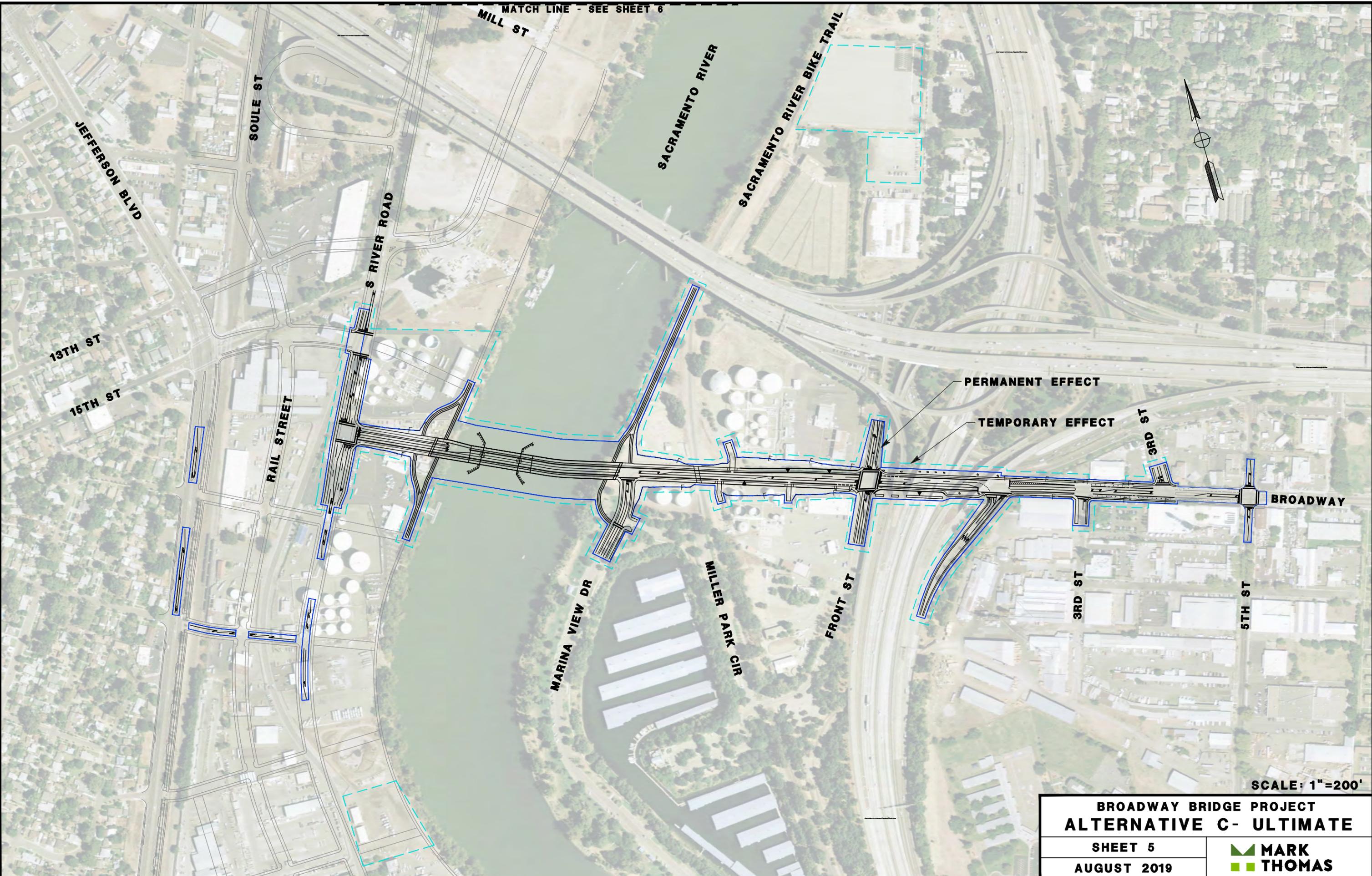
K STREET

J STREET

SCALE: 1"=200'

BROADWAY BRIDGE PROJECT ALTERNATIVE C- INTERIM	
SHEET 6	
AUGUST 2019	

MATCH LINE - SEE SHEET 6



PERMANENT EFFECT

TEMPORARY EFFECT

SCALE: 1"=200'

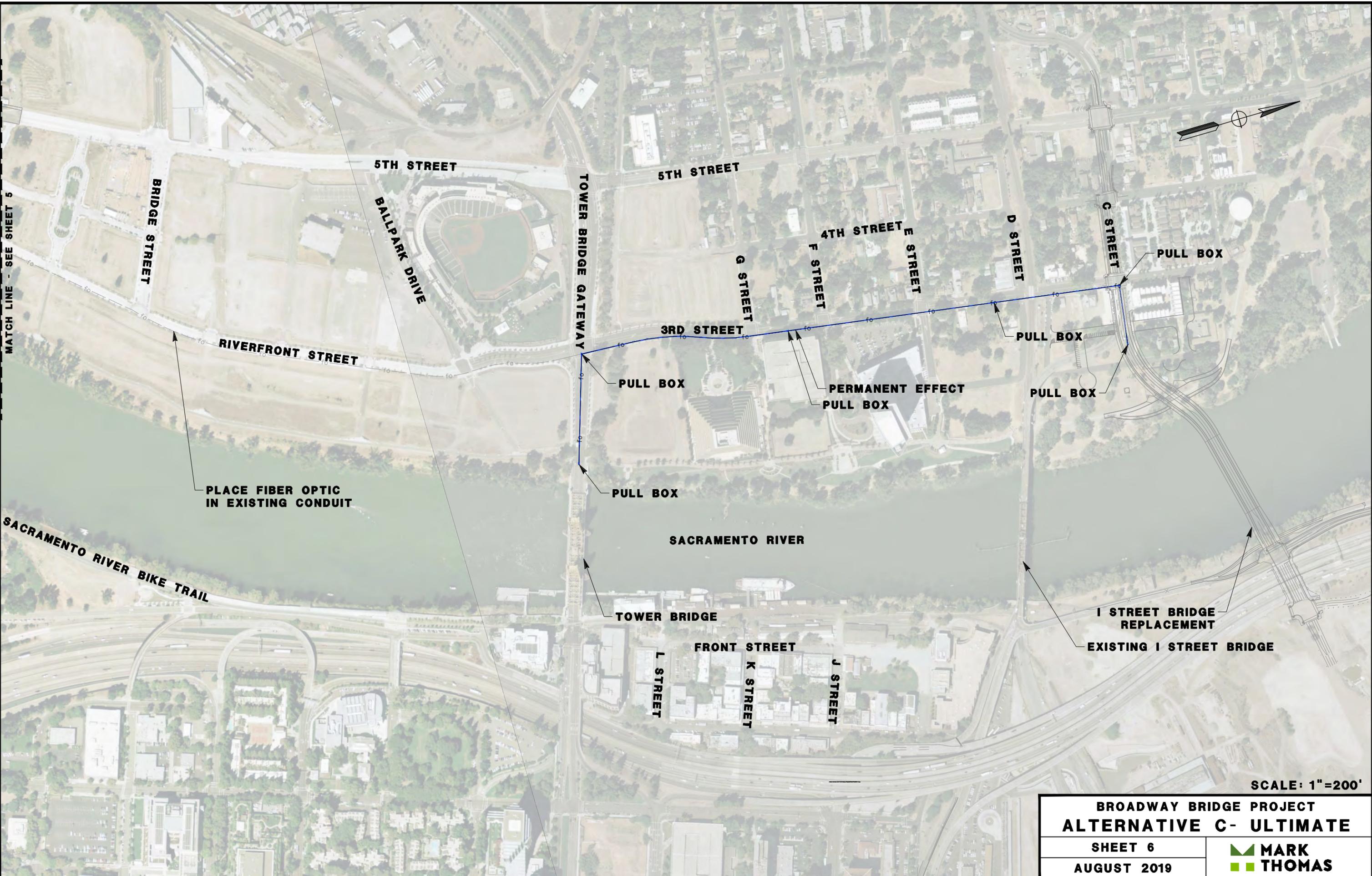
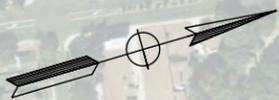
**BROADWAY BRIDGE PROJECT
ALTERNATIVE C- ULTIMATE**

SHEET 5

AUGUST 2019

**MARK
THOMAS**

MATCH LINE - SEE SHEET 5



PLACE FIBER OPTIC IN EXISTING CONDUIT

SACRAMENTO RIVER BIKE TRAIL

SACRAMENTO RIVER

TOWER BRIDGE

I STREET BRIDGE REPLACEMENT
EXISTING I STREET BRIDGE

SCALE: 1"=200'

BROADWAY BRIDGE PROJECT
ALTERNATIVE C- ULTIMATE

SHEET 6
AUGUST 2019

MARK THOMAS

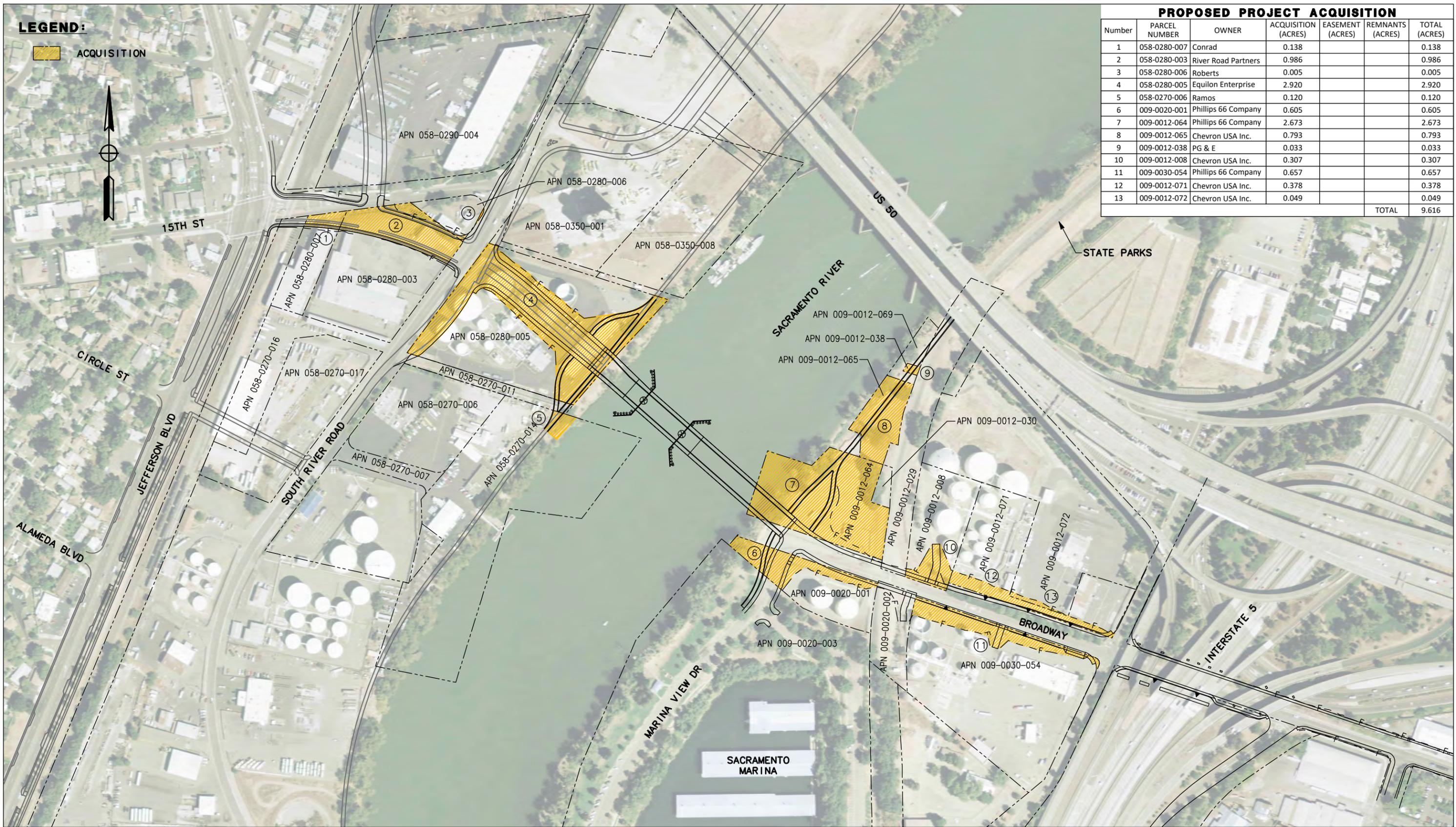
Appendix B Right-of-Way Acquisition Maps

LEGEND:

 ACQUISITION

PROPOSED PROJECT ACQUISITION

Number	PARCEL NUMBER	OWNER	ACQUISITION (ACRES)	EASEMENT (ACRES)	REMNANTS (ACRES)	TOTAL (ACRES)
1	058-0280-007	Conrad	0.138			0.138
2	058-0280-003	River Road Partners	0.986			0.986
3	058-0280-006	Roberts	0.005			0.005
4	058-0280-005	Equilon Enterprise	2.920			2.920
5	058-0270-006	Ramos	0.120			0.120
6	009-0020-001	Phillips 66 Company	0.605			0.605
7	009-0012-064	Phillips 66 Company	2.673			2.673
8	009-0012-065	Chevron USA Inc.	0.793			0.793
9	009-0012-038	PG & E	0.033			0.033
10	009-0012-008	Chevron USA Inc.	0.307			0.307
11	009-0030-054	Phillips 66 Company	0.657			0.657
12	009-0012-071	Chevron USA Inc.	0.378			0.378
13	009-0012-072	Chevron USA Inc.	0.049			0.049
		TOTAL				9.616



ALTERNATIVE B-INTERIM

**BROADWAY BRIDGE
RIGHT OF WAY ACQUISITION**

SCALE: 1"=150'
JUNE 2019

 **MARK
THOMAS**

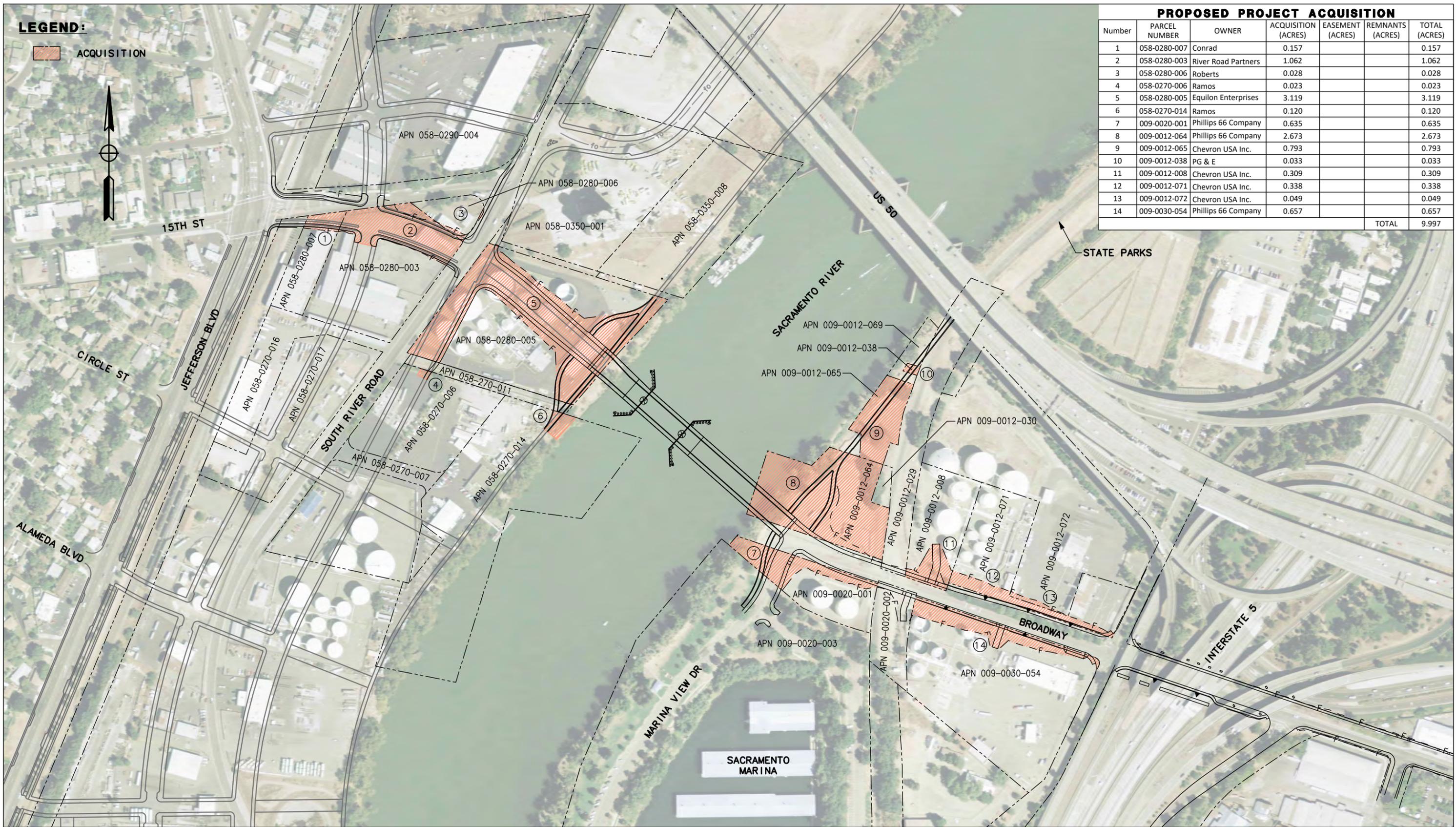
LEGEND:

 ACQUISITION



PROPOSED PROJECT ACQUISITION

Number	PARCEL NUMBER	OWNER	ACQUISITION (ACRES)	EASEMENT (ACRES)	REMNANTS (ACRES)	TOTAL (ACRES)
1	058-0280-007	Conrad	0.157			0.157
2	058-0280-003	River Road Partners	1.062			1.062
3	058-0280-006	Roberts	0.028			0.028
4	058-0270-006	Ramos	0.023			0.023
5	058-0280-005	Equilon Enterprises	3.119			3.119
6	058-0270-014	Ramos	0.120			0.120
7	009-0020-001	Phillips 66 Company	0.635			0.635
8	009-0012-064	Phillips 66 Company	2.673			2.673
9	009-0012-065	Chevron USA Inc.	0.793			0.793
10	009-0012-038	PG & E	0.033			0.033
11	009-0012-008	Chevron USA Inc.	0.309			0.309
12	009-0012-071	Chevron USA Inc.	0.338			0.338
13	009-0012-072	Chevron USA Inc.	0.049			0.049
14	009-0030-054	Phillips 66 Company	0.657			0.657
		TOTAL				9.997



ALTERNATIVE B-ULTIMATE

**BROADWAY BRIDGE
RIGHT OF WAY ACQUISITION**

SCALE: 1"=150'

JUNE 2019

 **MARK
THOMAS**

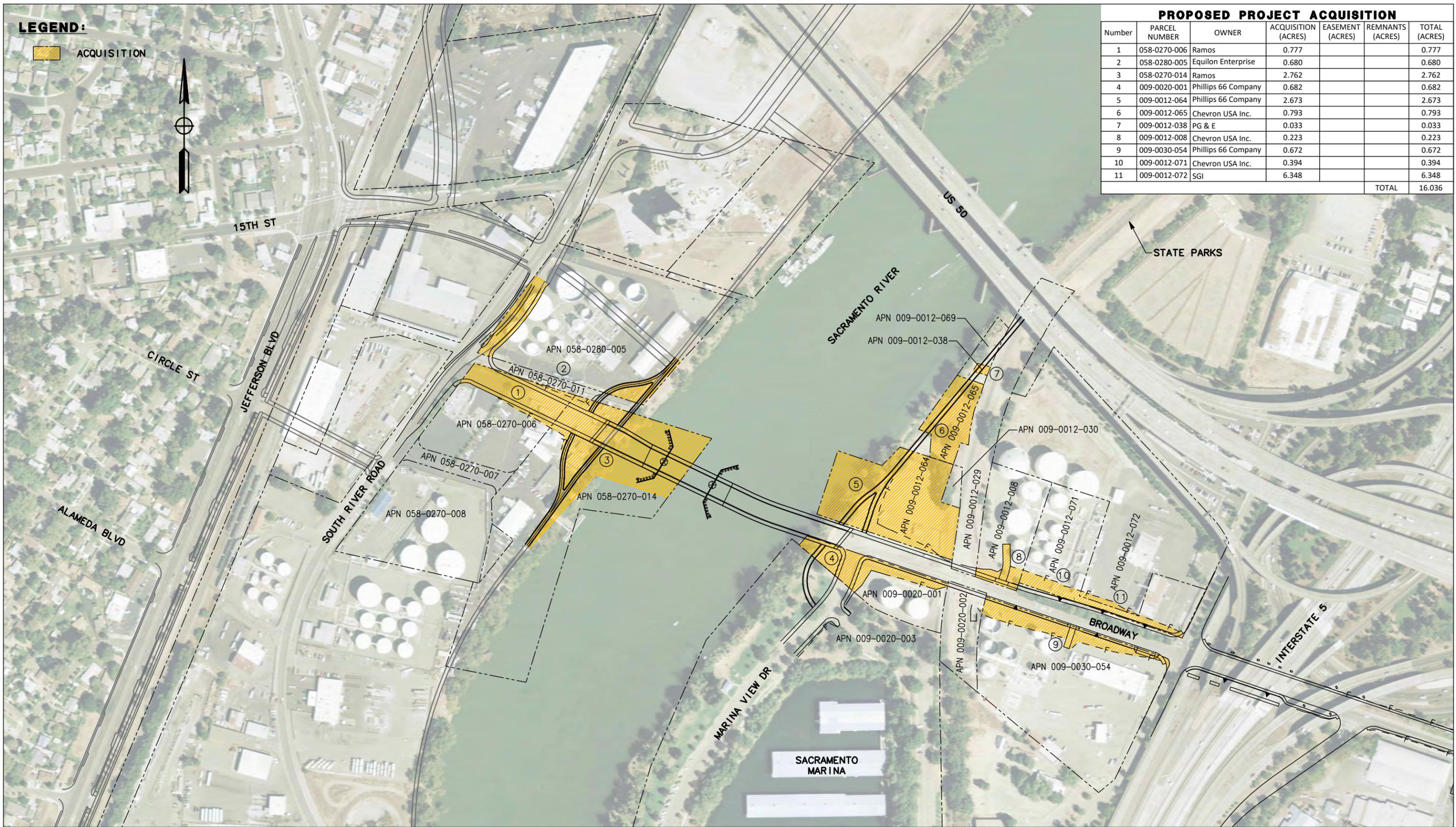
LEGEND:

 ACQUISITION



PROPOSED PROJECT ACQUISITION

Number	PARCEL NUMBER	OWNER	ACQUISITION (ACRES)	EASEMENT (ACRES)	REMNANTS (ACRES)	TOTAL (ACRES)
1	058-0270-006	Ramos	0.777			0.777
2	058-0280-005	Equilon Enterprise	0.680			0.680
3	058-0270-014	Ramos	2.762			2.762
4	009-0020-001	Phillips 66 Company	0.682			0.682
5	009-0012-064	Phillips 66 Company	2.673			2.673
6	009-0012-065	Chevron USA Inc.	0.793			0.793
7	009-0012-038	PG & E	0.033			0.033
8	009-0012-008	Chevron USA Inc.	0.223			0.223
9	009-0030-054	Phillips 66 Company	0.672			0.672
10	009-0012-071	Chevron USA Inc.	0.394			0.394
11	009-0012-072	SGI	6.348			6.348
TOTAL						16.036



ALTERNATIVE C-INTERIM

**BROADWAY BRIDGE
RIGHT OF WAY ACQUISITION**

SCALE: 1"=150'

JUNE 2019

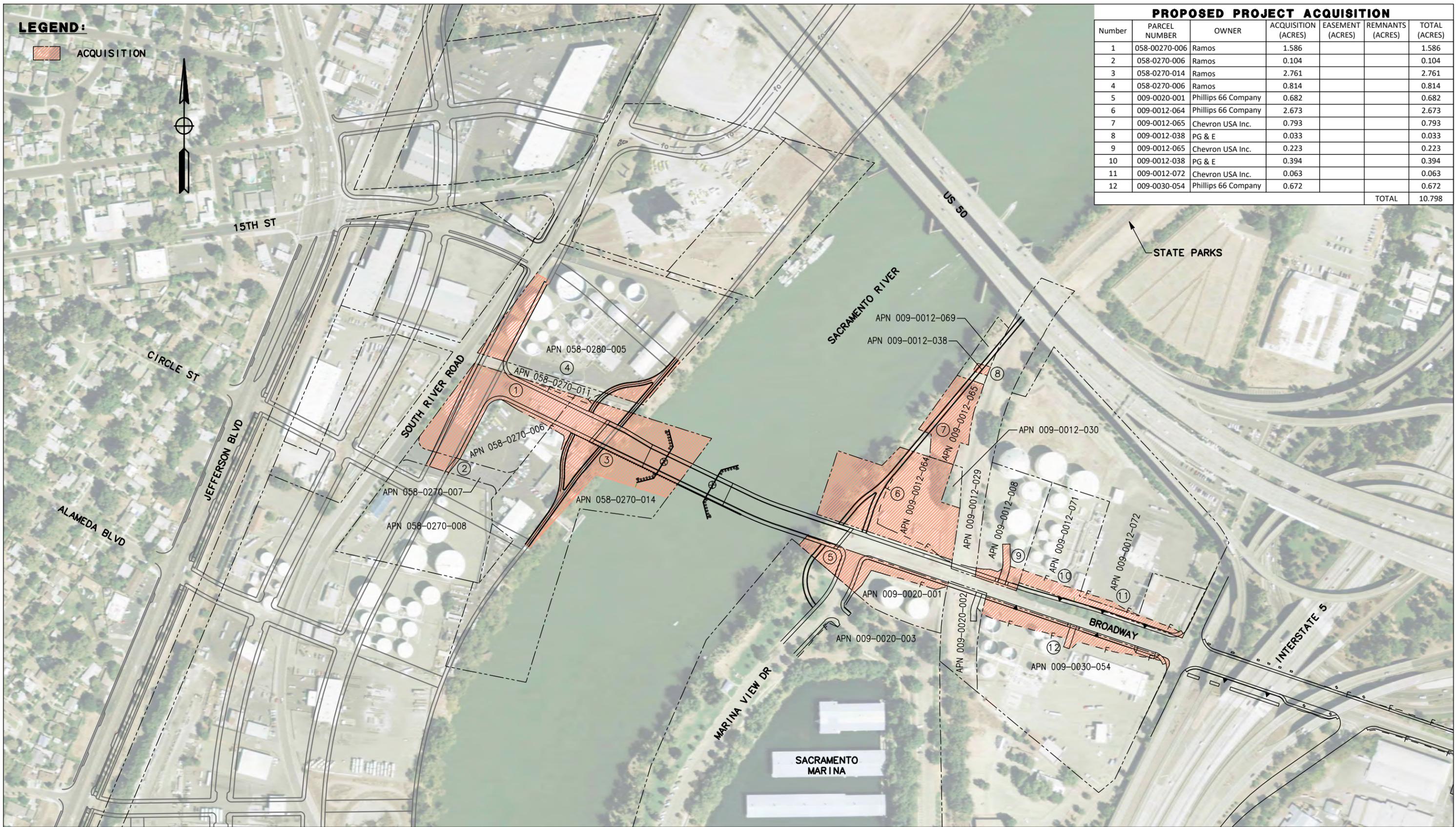
 **MARK
THOMAS**

LEGEND:

 ACQUISITION



PROPOSED PROJECT ACQUISITION						
Number	PARCEL NUMBER	OWNER	ACQUISITION (ACRES)	EASEMENT (ACRES)	REMNANTS (ACRES)	TOTAL (ACRES)
1	058-00270-006	Ramos	1.586			1.586
2	058-0270-006	Ramos	0.104			0.104
3	058-0270-014	Ramos	2.761			2.761
4	058-0270-006	Ramos	0.814			0.814
5	009-0020-001	Phillips 66 Company	0.682			0.682
6	009-0012-064	Phillips 66 Company	2.673			2.673
7	009-0012-065	Chevron USA Inc.	0.793			0.793
8	009-0012-038	PG & E	0.033			0.033
9	009-0012-065	Chevron USA Inc.	0.223			0.223
10	009-0012-038	PG & E	0.394			0.394
11	009-0012-072	Chevron USA Inc.	0.063			0.063
12	009-0030-054	Phillips 66 Company	0.672			0.672
					TOTAL	10.798



ALTERNATIVE C-ULTIMATE

**BROADWAY BRIDGE
RIGHT OF WAY ACQUISITION**

SCALE: 1"=150'
JUNE 2019

 **MARK THOMAS**

Appendix C Summary of Relocation Benefits

California Department of Transportation Relocation Assistance Program

Relocation Assistance Advisory Services

The California Department of Transportation (Caltrans) would provide relocation advisory assistance to any person, business, farm, or non-profit organization displaced as a result of Caltrans' acquisition of real property for public use. Caltrans would assist residential displacees in obtaining comparable decent, safe, and sanitary replacement housing by providing current and continuing information on sales prices and rental rates of available housing. Non-residential displacees would receive information on comparable properties for lease or purchase.

Residential replacement dwellings would be in equal or better neighborhoods, at prices within the financial means of the individuals and families displaced, and reasonably accessible to their places of employment. Before any displacement occurs, displacees would be offered comparable replacement dwellings that are open to all persons regardless of race, color, religion, sex, or national origin, and are consistent with the requirements of Title VI of the Civil Rights Act of 1964, as amended. This assistance would also include supplying information concerning federal- and state-assisted housing programs, and any other known services being offered by public and private agencies in the area.

Residential Relocation Payments Program

A brochure on the residential relocation program is available in English at http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf and in Spanish at http://www.dot.ca.gov/hq/row/pubs/residential_spanish.pdf.

If you own or rent a mobile home that may be moved or acquired by Caltrans, a relocation brochure is available in English at http://www.dot.ca.gov/hq/row/pubs/mobile_eng.pdf and in Spanish at http://www.dot.ca.gov/hq/row/pubs/mobile_sp.pdf.

The Business and Farm Relocation Assistance Program

A brochure on the business relocation program is also available in English at http://www.dot.ca.gov/hq/row/pubs/business_farm.pdf and in Spanish at http://www.dot.ca.gov/hq/row/pubs/business_sp.pdf.

Additional Information

No relocation payment received would be considered as income for the purpose of the Internal Revenue Code of 1954 or for the purposes of determining eligibility or the extent of eligibility of any person for assistance under the Social Security Act or any other federal law (except for any federal law providing low-income housing assistance).

Persons who are eligible for relocation payments and who are legally occupying the property required for the project would not be asked to move without being given at least 90 days advance notice, in writing. Occupants of any type of dwelling eligible for relocation payments would not be required to move unless at least one comparable “decent, safe, and sanitary” replacement residence, open to all persons regardless of race, color, religion, sex, or national origin, is available or has been made available to them by the state.

Any person, business, farm, or non-profit organization, which has been refused a relocation payment by Caltrans, or believes that the payments are inadequate, may appeal for a hearing before a hearing officer or the Caltrans’ Relocation Assistance Appeals Board. No legal assistance is required; however, the displacee may choose to obtain legal council at his/her expense. Information about the appeal procedure is available from Caltrans’ Relocation Advisors.

The information above is not intended to be a complete statement of all of Caltrans’ laws and regulations. At the time of the first written offer to purchase, owner-occupants are given a more detailed explanation of the state's relocation services. Tenant occupants of properties to be acquired are contacted immediately after the first written offer to purchase, and also given a more detailed explanation of Caltrans’ relocation programs.

Important Notice

To avoid loss of possible benefits, no individual, family, business, farm, or non-profit organization should commit to purchase or rent a replacement property without first contacting a Department of Transportation relocation advisor.