

**INITIAL STUDY / MITIGATED NEGATIVE
DECLARATION**

**CITY OF SACRAMENTO REDDING AVENUE BICYCLE AND PEDESTRIAN
IMPROVMENTS PROJECT (CIP# TW81)**

SACRAMENTO, CALIFORNIA

Submitted to:

**City of Sacramento
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LSA Project No. MRO0702

LSA

May 2008

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**CITY OF SACRAMENTO REDDING AVENUE BICYCLE AND
PEDESTRIAN IMPROVEMENTS PROJECT (CIP# TW81)**

INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

ORGANIZATION OF THE INITIAL STUDY.

This Initial Study is organized into the following sections:

Section I - Background: Page 2 - Provides summary background information about the project name, location, sponsor, and when the Initial Study was completed.

Section II - Project Description: Page 3 - Includes a detailed description of the proposed project.

Section III - Environmental Checklist and Discussion: Page 14 - Contains the Environmental Checklist form together with a discussion of the checklist questions. The Checklist Form is used to determine the following for the proposed project: 1) "Potentially Significant Impacts," which identifies impacts that may not be mitigated with the inclusion of mitigation measures, 2) "Potentially Significant Impacts Unless Mitigated," which identifies impacts that could be mitigated with incorporation of mitigation measures, 3) "Less Than Significant Impacts," which identifies impacts that would be less than significant and do not require the implementation of mitigation measures, and 4) "No Impact," identifying areas in which the project would have no effect.

Section IV - Environmental Factors Potentially Affected: Page 52- Identifies which environmental factors were determined to have either a "Potentially Significant Impact" or "Potentially Significant Impact Unless Mitigated," as indicated in the Environmental Checklist.

Section V - Determination: Page 53- Identifies the determination of whether impacts associated with development of the proposed project are significant, and what, if any, added environmental documentation may be required.

References Cited: Page 54

Appendix A: Page 55– Caltrans' Construction Hazardous Waste Contingency Plan

Appendix B: Page 57- Natural Environment Study Minimal Impact

SECTION I - BACKGROUND

File Number, Project Name: City of Sacramento Redding Avenue Bicycle and Pedestrian Improvements Project (CIP# TW81)

Project Location: The project is in southeast Sacramento directly south of the intersection of Elvas and Folsom Boulevard, and north of San Joaquin Street. The project area begins on Redding Avenue approximately 0.3 mile south of Route 50 (US 50) and travels north to Q Street. At Q Street the project transitions onto 69th Street for a distance of 550 feet ending at Folsom Boulevard.

Project Sponsor and Contact Persons: City of Sacramento Project Engineer, Ofelia Avalos
(916) 808-5515

Environmental Planner: City of Sacramento Senior Planner, Jennifer Hageman
(916) 808-5538

Date Initial Study Completed: May 2008

Introduction: The following Initial Study / Mitigated Negative Declaration have been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Sections 15000 et seq.).

SECTION II - PROJECT DESCRIPTION

Project Location

The project is in southeast Sacramento directly south of the intersection of Elvas and Folsom Boulevard, and north of San Joaquin Street. The project area begins on Redding Avenue approximately 0.3 mile south of US 50 and travels north to Q Street. At Q Street the project transitions onto 69th Street for a distance of 550 feet ending at Folsom Boulevard. (Figures 1 and 2)

Environmental Setting

The project is located in an urban section of the City of Sacramento in Sacramento County. Sacramento is located on the east side of the Sacramento Valley at the base of the Sierra Nevada Mountains, and about 100 miles east of San Francisco. The project area is located on the Sacramento East quadrangle in Sections 10 and 15 of Township 8 North and Range 5 East. The project area extends approximately 0.45 mile along Redding Avenue and 69th Street in southeast Sacramento, connecting residential neighborhoods of East Sacramento with Southeast Sacramento. These two neighborhoods are bound on the north by the American River, the south by 21st Avenue, the west by Alhambra Boulevard, and on the east by Power Inn Road.

Land use in the project area includes a mix of residential, commercial and light industrial uses. Apartment complexes are located on the southern segment of Redding Avenue. The central and northern roadway segments are characterized by the commercial and light industrial uses. Redding Avenue passes over the RT Light Rail Tracks just to the north of the elevated US 50. A UPRR rail/spur line extends near the project corridor (almost parallel with the RT Light Rail), but terminates at the eastern edge of the project footprint.

Project Background

Currently, Redding Avenue is a narrow, two-lane roadway with shoulders of varying width and a roadside ditch along the eastern side of the street. The ditch extends south from the Light Rail crossing at 69th Street to the 4th Street intersection. A section of the drainage system near the elevated US 50 flows through an underground culvert.

This improvement project proposes to widen the roadway to provide: 11-foot-wide travel lanes, 6-foot-wide bicycle lanes, 7-foot-wide parking lanes where necessary, curb and gutter, a 6.5-foot-wide landscaped planter, and 6-foot-wide separated sidewalks on both sides of the street (Figures 3a and 3b). This project will also review the existing storm drainage facilities in the corridor, and replace the roadside ditches with underground storm drain facilities. The project has been designed to protect existing utilities, however existing overhead lines, municipal water, sewer, and gas within the project limits will be located and modified if necessary.

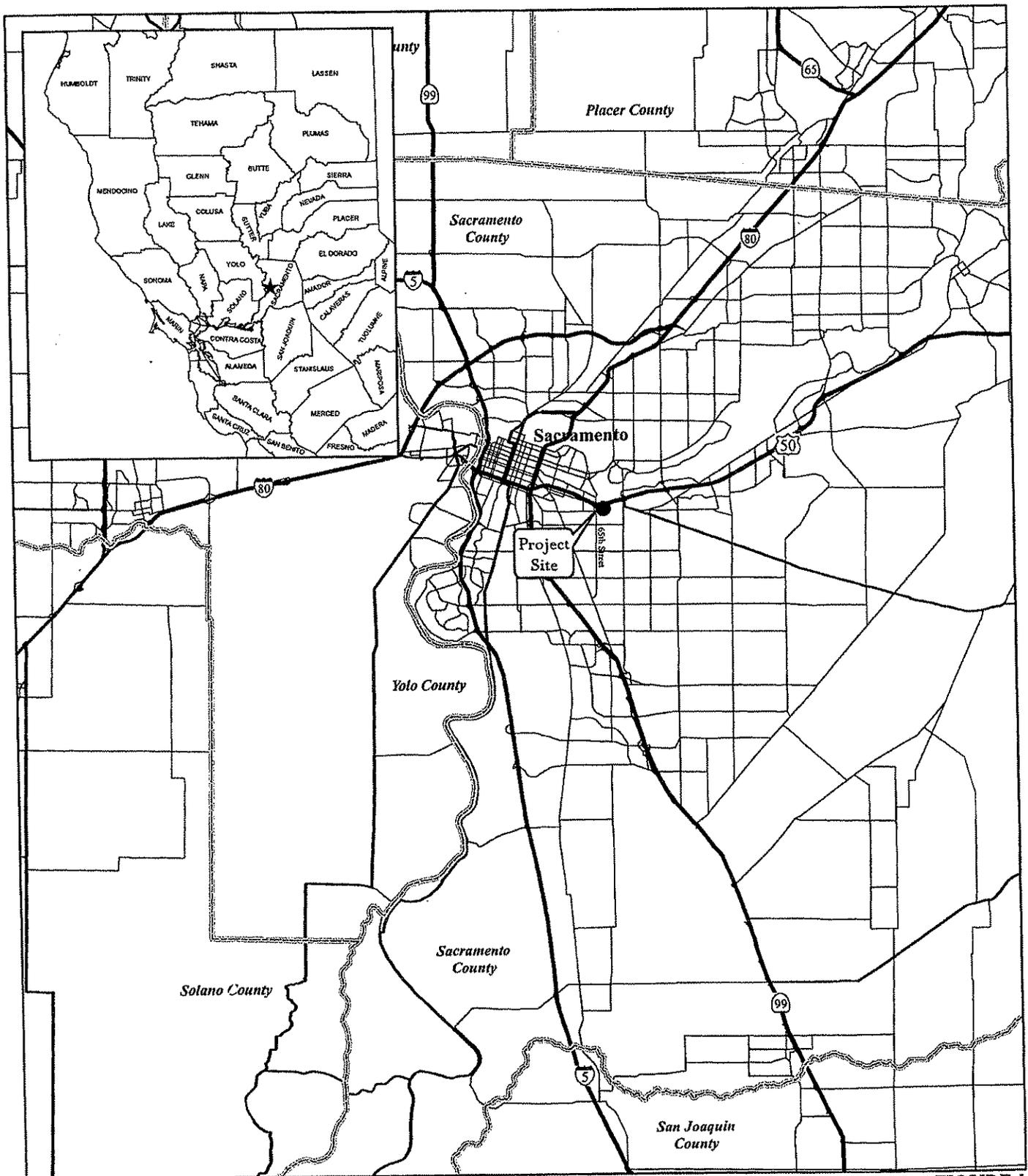
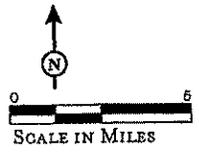


FIGURE 1

LSA



Redding Avenue Bikeway
Project Location

SOURCE: US CENSUS BUREAU TIGER 2K (2002)
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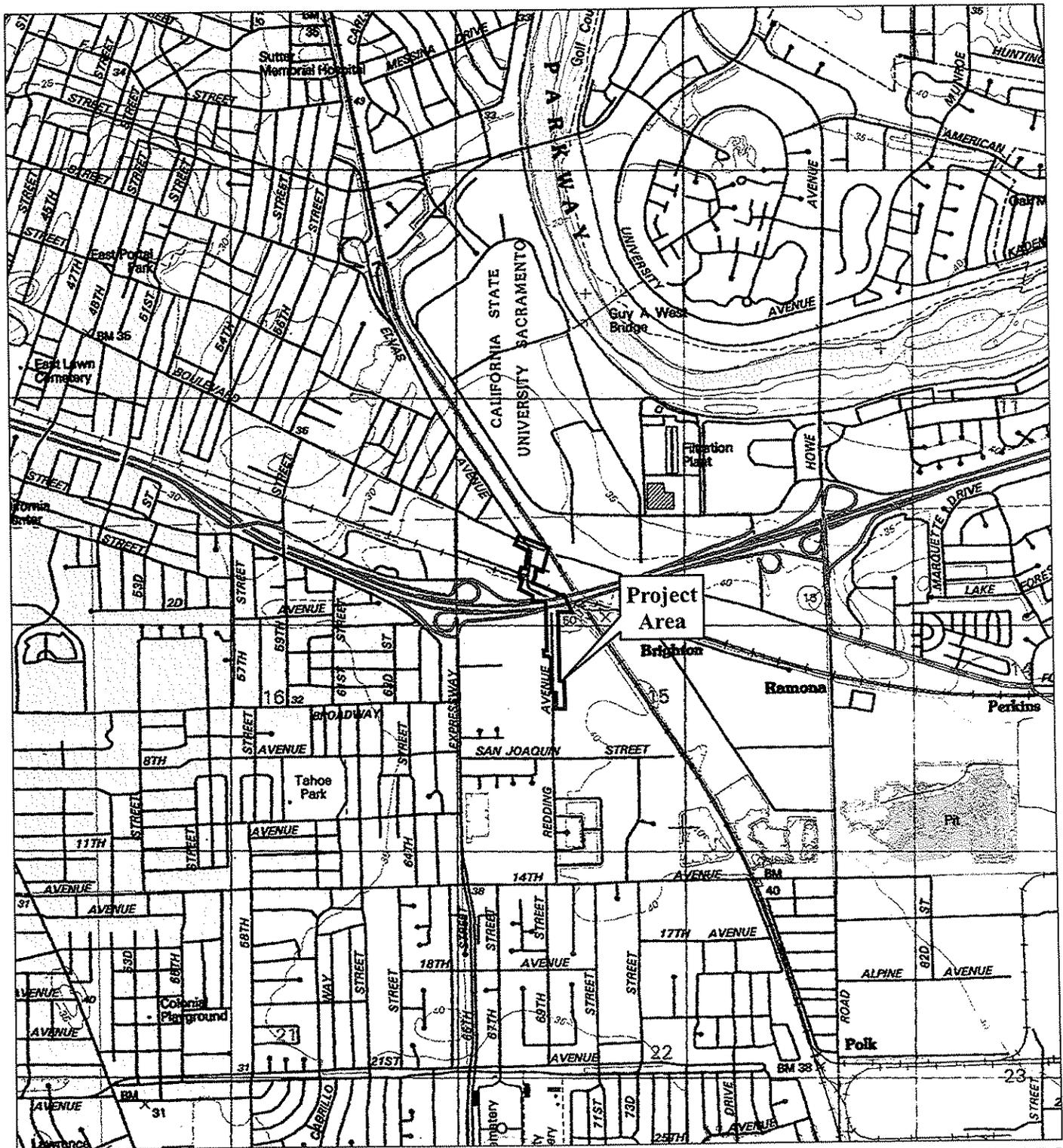


FIGURE 2

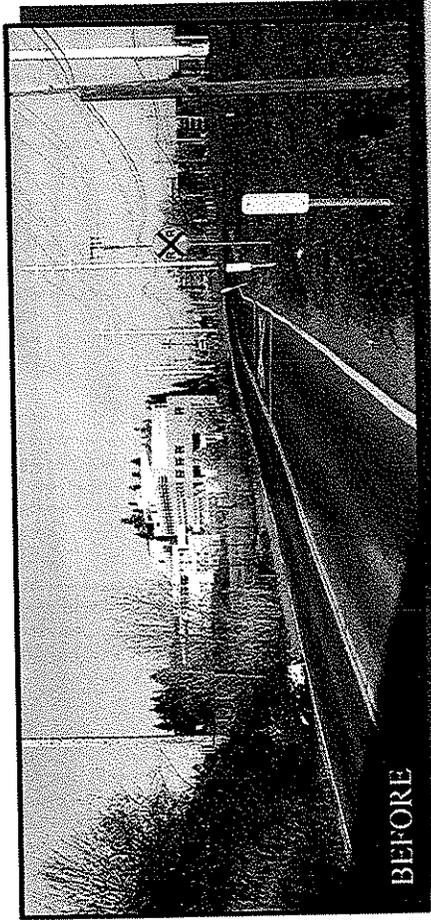
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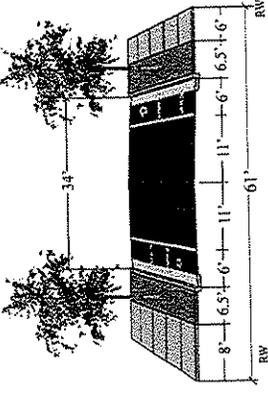
Redding Avenue Bicycle and Pedestrian Improvements Project
Project Vicinity

SOURCE: USGS Topographic Quadrangle: East Sacramento, Calif. (1980)

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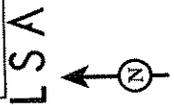
BEFORE



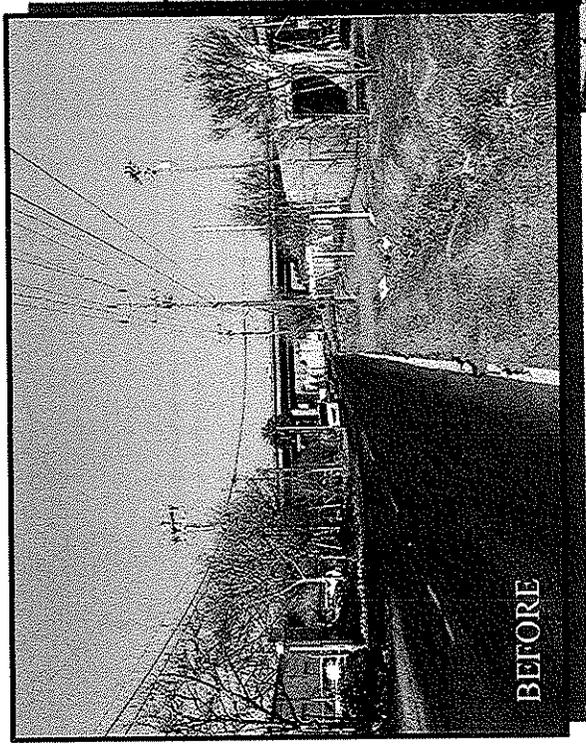
AFTER

* The design for the Proposed Project assumes that an L&L district could not be created.

FIGURE 3A



Redding Avenue Bicycle and Pedestrian Improvements Project
Existing and Proposed Streetscape (Redding Avenue North of Highway 50)



* The design for the Proposed Project assumes that an L&L district could not be created.

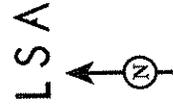
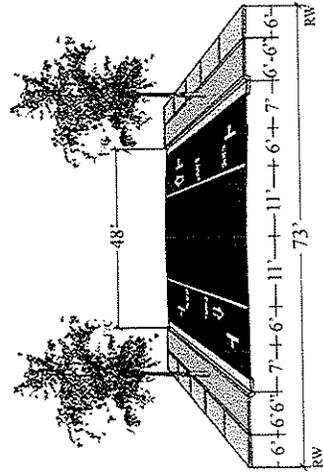
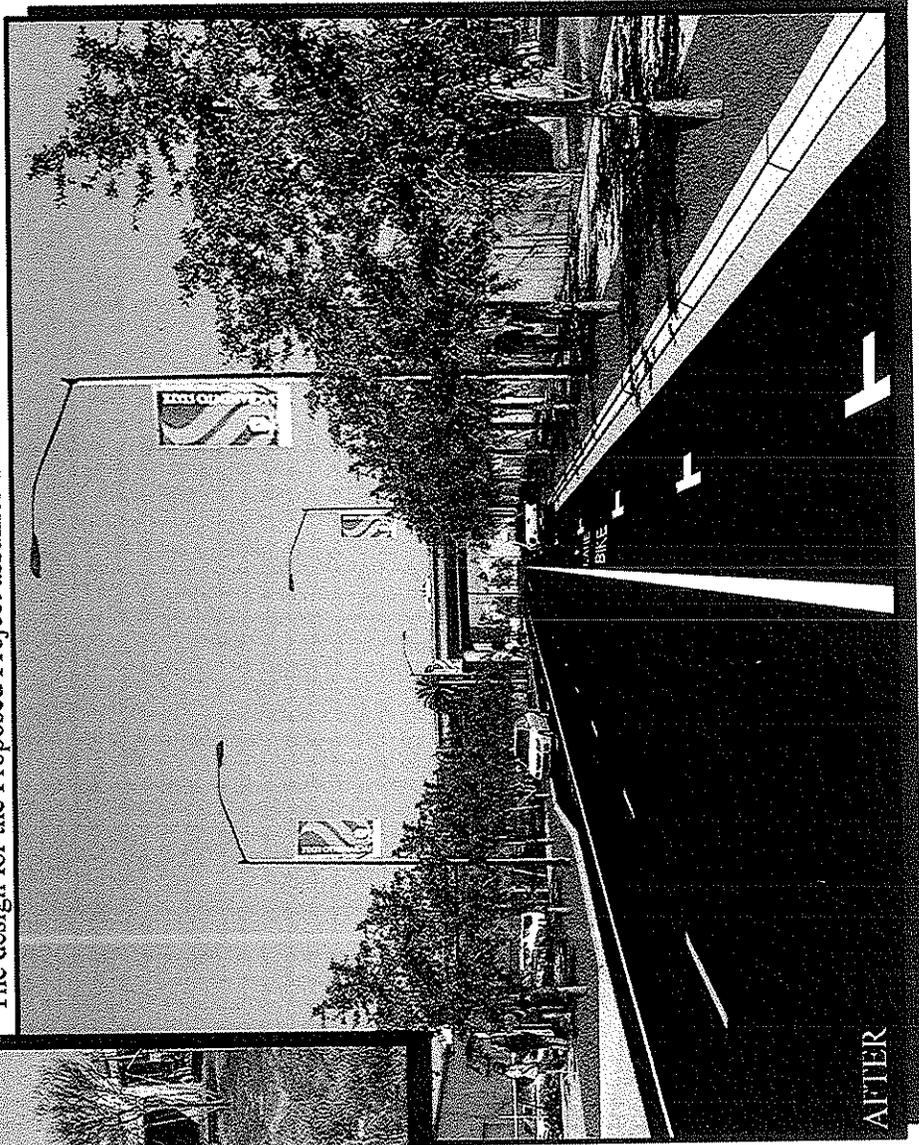


FIGURE 3B

Redding Avenue Bicycle and Pedestrian Improvements Project
Existing and Proposed Streetscape (Redding Avenue South of Highway 50)

SOURCE: MRO Engineering (2008)

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The existing right-of-way corridor is typically 50-feet wide. Additional right-of-way will need to be obtained to accommodate the roadway widening, drainage facilities, and utility improvements. At its widest, the project will require 73-feet of right-of-way width. The roadway design will conform to the City of Sacramento adopted Street Design Standards and the Pedestrian Friendly Street Standards. The design speed used for this project will be 35 mph throughout the project limits, with the exception of the two curves north of the US 50 overcrossing, where substandard design speeds (e.g., less than 20 mph) will be required.

The Redding Avenue project will be designed to meet the needs of all roadway users, including: vehicular traffic, industrial truck traffic, pedestrians, and bicyclists. Because this project crosses the RT Light Rail tracks and because improvements will be constructed under US 50, close coordination will be necessary with RT, the PUC, and Caltrans. It should also be noted that a UPRR rail/spur line extends near the project corridor (more or less parallel with the RT Light Rail), but terminates at the eastern edge of the project footprint. This UPRR line does not cross Redding Avenue.

Project Purpose and Need

The 65th Street Station Area in Sacramento has been the subject of several studies recently aimed at enhancing the quality of life in the area. The City's Area Plan envisions this area evolving from primarily an industrial use area to a mixed-use, transit-oriented environment with student housing. With this change and redevelopment, there will be a substantial increase in non-vehicular travel demand in the project corridor.

Redding Avenue will provide a regional bicycle connection from the south area of the City to the 65th Street light rail station, California State University Sacramento (CSUS), and the American River Bike Trail. The improved corridor will also provide a necessary and important pedestrian link between the new residential areas south of US 50 and the light rail station, and CSUS north of US 50. These improvements will enhance the volume of pedestrian and bicycle activity in the Redding Avenue corridor thus decreasing the amount of vehicular traffic and improving air quality over the long term. The ease of accessing the 65th Street light rail station also has the potential to increase ridership from people living or working in the Redding Avenue area, thus reducing regional trips and improving regional air quality. The connection to the American River Bike Trail enables residents and employees who live or work in the Redding Avenue corridor to better access regional bicycle transportation facilities thus increasing the potential for more regional bicycle trips.

As the land use in the area transitions from industrial to residential, it is intended that many students from CSUS will be living in the Redding Avenue corridor. The ability of these student residents to safely walk or bicycle to school will eliminate many vehicular trips to, from, and around campus (as they circulate around various campus parking lots searching for a parking space). This, of course, is a tremendous air quality, as well as safety and life-enhancing, improvement. It also has the potential to reduce the number of parking spaces needed on campus thus reducing the amount of pavement which both results in less impervious area and less square footage of heat-increasing asphalt surfacing.

Project Components

The project will consist of improving Redding Avenue and 69th Street, located in the City of Sacramento, for enhanced bicycle and pedestrian facilities. The project limits on Redding

Avenue are located within the 65th Street Area Plan, from about 400 feet south of 4th Avenue to Folsom Boulevard in the north. From Q Street to Folsom Boulevard, Redding Avenue becomes 69th Street for a distance of about 550 feet. Redding Avenue is located in close proximity to the 65th Street Regional Transit (RT) Light Rail Station and California State University, Sacramento.

Currently, Redding Avenue is a narrow, two-lane roadway with shoulders of varying width and a roadside ditch along the eastern side of the street. This improvement project proposes to widen the roadway to provide: 11-foot-wide travel lanes, 6-foot-wide bicycle lanes, 7-foot-wide parking lanes where necessary, curb and gutter, a 6.5-foot-wide landscaped planter, and 6-foot-wide separated sidewalks on both sides of the street. The proposed project will also construct new storm drainage facilities from 4th Avenue to just south of Q Street. From just north of 4th Avenue to the southern project limits, new drainage inlets will be installed on the east side of the street and will connect to the existing 12" storm drain which flows south. From just north of 4th Avenue to south of Q Street, the existing roadside ditch and existing 12" storm drain will be replaced with a new 30" storm drain, with drainage inlets on both sides of the street. The new storm drain will flow north and connect to the existing storm drain that runs west through the Jackson property. (This existing 24" storm drain will be replaced with a 36" pipe during the development of the Jackson property.) On 69th Street, the separate, existing, 12" storm drain will remain, and some of the existing drainage inlets will be relocated. The potential for connecting additional drainage inlets to this storm drain will be evaluated.

Relocations of existing overhead lines will be evaluated and coordinated with the roadway improvements. Initially, one of the City's objectives was to underground all overhead utilities in the project limits, including the overhead SMUD electric lines and numerous overhead telephone and fiber optic lines which are located on the SMUD poles. However, SMUD has indicated that the electric lines could not be placed underground because of their high voltage. Moreover, SMUD staff estimated that it would cost an additional two million dollars to complete the undergrounding (at the City's expense). As such, the City decided that the existing utilities would remain as overhead lines. Joint utility poles that conflict with the proposed project will need to be relocated. This project has been designed to avoid known existing municipal water, sewer, and gas within the project limits; however if required, utilities will be located and/or modified should actual construction circumstances dictate.

The existing right-of-way corridor is typically 50-feet wide. Additional right-of-way will need to be obtained to accommodate the roadway widening, drainage facilities, and utility improvements. At its widest, the project will require 73-feet of right-of-way width.

In two locations, existing parking within the road right-of-way will be affected by the roadway improvements. South of elevated US 50, off-street parking (18 spaces) within the City's existing road right-of-way along the east side of Redding Avenue will be impacted at Dorris Lumber. To the north of the Light Rail, parking will also be impacted (12 spaces) within the existing road right-of-way at Airgas (east side of Redding Avenue). Additional parking will be provided by the project along several segments of Redding Avenue as parallel parking.

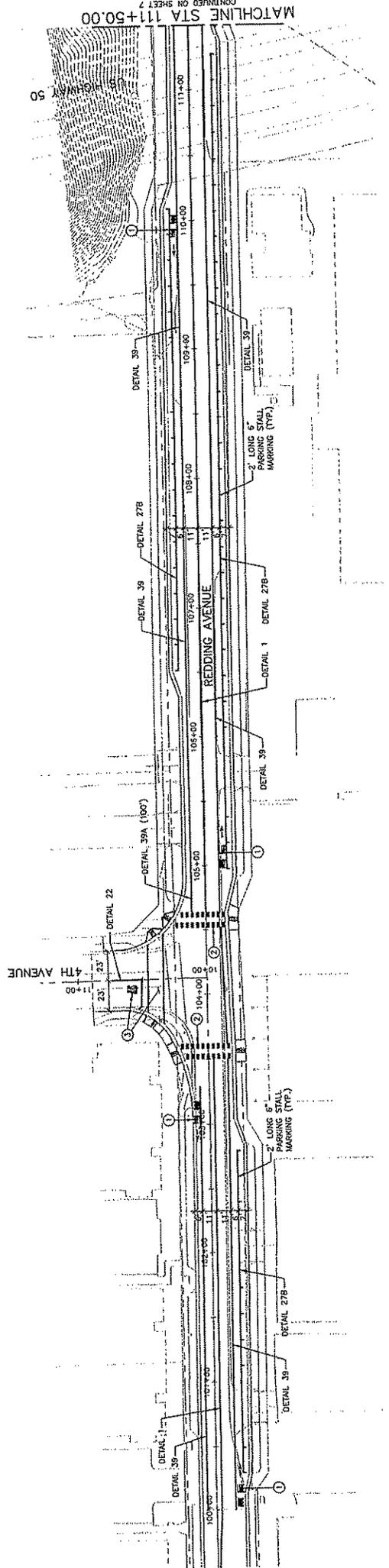
The new parallel parking will be provided to the south of the elevated US 50 freeway adjacent to Dorris Lumber. The total number of parking spaces provided by the project will be 49 spaces, resulting in a net increase of 19 parking spaces over the existing parking conditions.

Where Redding Avenue crosses the RT Light Rail tracks, both existing railroad gates/arms are being removed and replaced during construction. All details of the at-grade light rail crossing will

be designed to PUC and RT standards. The specific details of the new crossing arms will be determined during the final design phase.

The roadway design will conform to the City of Sacramento adopted *Street Design Standards* and the *Pedestrian Friendly Street Standards*. The design speed used for this project will be 35 mph throughout the project limits, with the exception of the two curves north of the US 50 overcrossing, where substandard design speeds (e.g., less than 20 mph) will be required. The Redding Avenue project will be designed to meet the needs of all roadway users, including: vehicular traffic, industrial truck traffic, pedestrians, and bicyclists. (Figures 4a, 4b, and 4c)

Because this project crosses the RT Light Rail tracks and because improvements will be constructed, along Redding Avenue, under the elevated US 50, close coordination efforts will be necessary with RT, the PUC, and Caltrans.



- CONSTRUCTION NOTES:**
- ① 3' LONG 6" PAVEMENT MARKING AND 2' LONG 6" PARKING STALL MARKING (TYP.)
 - ② HIGH VISIBILITY TRIPLE FOUR CROSSWALK
 - ③ 3' LONG 6" LEASID LANE CROSSWALK PER CITY STANDARD DWG. NO. 1-160

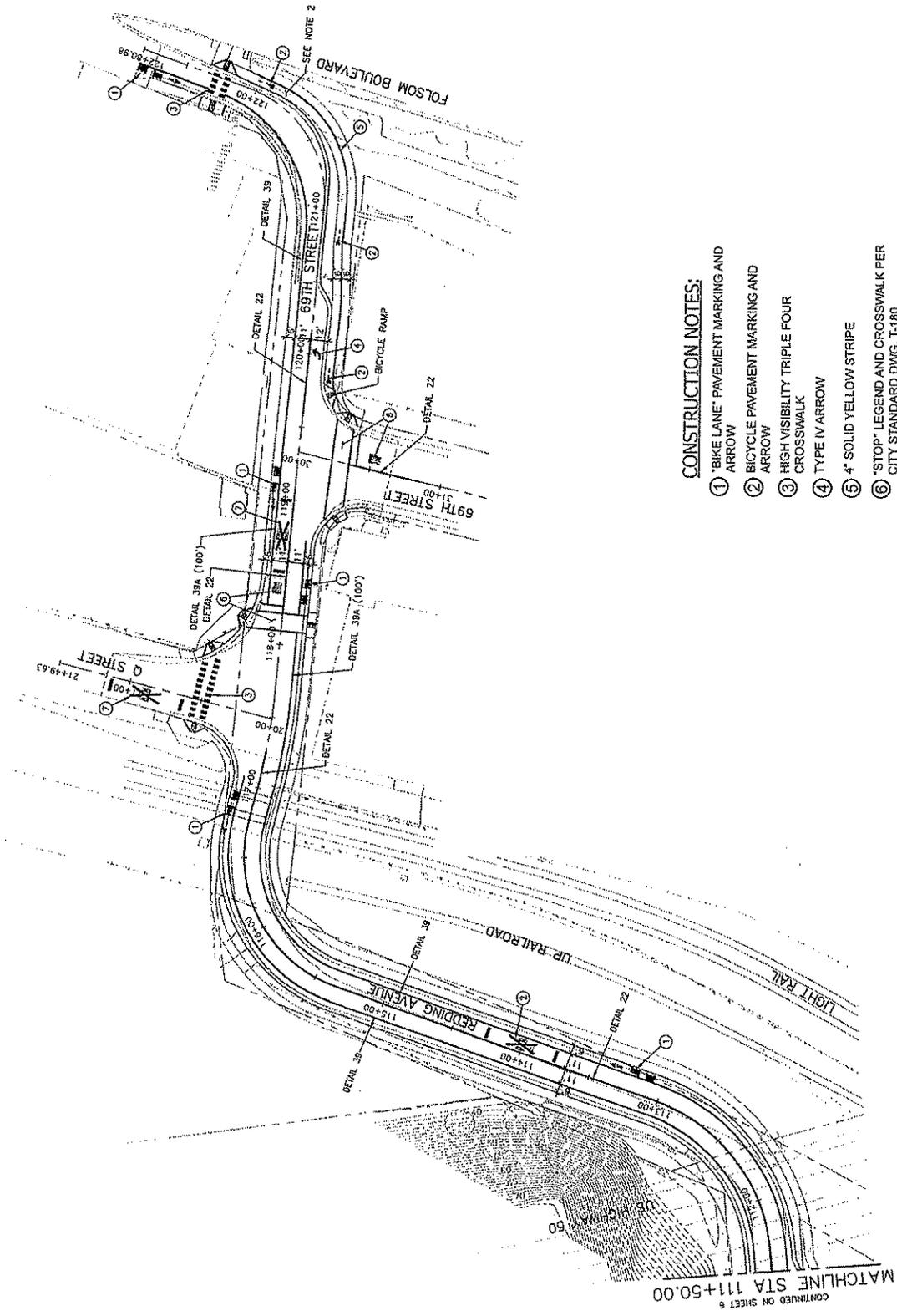
- NOTES:**
- 1. ALL STORAGE TO BE ADDED TO PLANS DURING FINAL DESIGN.

FIGURE

SA



Redding Avenue Bicycle and Pedestrian Improvement Project



- CONSTRUCTION NOTES:**
- ① "BIKE LANE" PAVEMENT MARKING AND ARROW
 - ② "RAILROAD CROSSING" PAVEMENT MARKING

- CONSTRUCTION NOTES:**
- ① "BIKE LANE" PAVEMENT MARKING AND ARROW
 - ② BICYCLE PAVEMENT MARKING AND ARROW
 - ③ HIGH VISIBILITY TRIPLE FOUR CROSSWALK
 - ④ TYPE IV ARROW
 - ⑤ 4" SOLID YELLOW STRIPE
 - ⑥ "STOP" LEGEND AND CROSSWALK PER CITY STANDARD DWG. T-180
 - ⑦ "RAILROAD CROSSING" PAVEMENT MARKING

FIGU

SECTION III. ENVIRONMENTAL CHECKLIST AND DISCUSSION

1. LAND USE

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<i>Would the proposal:</i>			
A) Result in a substantial alteration of the present or planned use of an area?			X
B) Affect agricultural resources or operation (e.g., impacts to soils or farmlands, or impact from incompatible land uses?)			X

ENVIRONMENTAL SETTING

The project area is developed and highly disturbed due to its proximity to US 50, high volume traffic streets such as Folsom Boulevard, light rail line, and businesses. Undeveloped lands in the project area consist of vacant roadside lots of ruderal and landscaped vegetation; and unpaved areas adjacent to Redding Avenue. One roadside drainage ditch is in the project area.

Standards of Significance

For the purposes of this analysis, an impact is considered significant if the project would substantially alter an approved land use plan that would result in a physical change to the environment. Impacts to the physical environment resulting from the proposed project are discussed in subsequent sections of this document.

ANSWERS TO CHECKLIST QUESTIONS

Question A

The proposed project is located in an area that is already developed and highly disturbed. Improvements made to the roadway would not result in an alteration of the present or planned use of the area since it is already part of the present use of the area. Project improvements are intended to enhance the adjacent land uses by improving the streetscape setting and encouraging use of the corridor by pedestrians and bicyclists. Land use will continue as currently established, or will adjust over time in accordance with the City's General Plan land use and/or market demand; therefore project impacts will remain less than significant.

Question B

The proposed project would not affect agricultural resources or operation. Because the roadway is already in place and the environmental setting is urban, not agricultural the project will have no impact agricultural resources or farmland.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The proposed project would result in less than significant impacts to land uses.

2. POPULATION AND HOUSING

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant impact
<i>Would the proposal:</i>			
A) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?			X
B) Displace existing housing, especially affordable housing?			X

ENVIRONMENTAL SETTING

The project area is developed and highly disturbed due to it's proximity to US 50, high traffic streets such as Folsom Boulevard, light rail lines, and businesses.

Standards of Significance

For the purposes of this analysis, an impact is considered significant if the project would induce substantial growth that is inconsistent with the approved land use plan for the area or displace existing affordable housing.

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

The proposed project is part of a City-wide goal to facilitate connectivity to the University and the surrounding community from near-by student housing. These improvements are consistent with the City's recently approved Pedestrian Master Plan and the City's Pedestrian Safety Guidelines. The construction of the Redding Avenue Bicycle and Pedestrian Project extends adjacent to the existing apartments (largely occupied by CSUS students), but would not impact the apartment buildings or any existing housing. The project will not create any new roadways or facilities or cause an increase in vehicular capacity. Likewise, the project would not create additional capacity in local utilities, nor require the extension of utilities to an area previously without service. Accordingly, the proposed project does not directly or indirectly induce housing or population growth. No new development would occur as a result of this project; therefore the project will have a less that significant impact on population and housing.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The proposed project would result in less than significant impacts to population and housing.

3. SEISMICITY, SOILS, AND GEOLOGY

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<i>Would the proposal result in or expose people to potential impacts involving:</i> A) Seismic hazards?			X
B) Erosion, changes in topography or unstable soil conditions?			X
C) Subsidence of land (groundwater pumping or dewatering)?			X
D) Unique geologic or physical features?			X

ENVIRONMENTAL SETTING

The project area is developed and highly disturbed due to it's proximity to US 50, high traffic streets such as Folsom Boulevard, light rail lines, developed residential uses, and businesses. One roadside drainage ditch extends through the project area. The ditch extends south from the RT Light Rail crossing at 69th Street to the 4th Street intersection. A section of this drainage system approximately 300 feet south of the elevated US 50 flows through an underground culvert.

Standards of Significance

For the purposes of this analysis, an impact is considered significant if a project is affected by erosion, landform, geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards.

ANSWERS TO CHECKLIST QUESTIONS

Questions A, B, C, and D

The proposed roadway features will improve the existing Redding Avenue Corridor for pedestrian and bicycle use and is intended to reduce automobile use and improve air quality. No groundwater issues or dewatering are expected. There will be no impact on unique geologic or physical features since the roadway is already in place. The improvements will not expose

persons or resources to seismic or geologic hazards.

Landform conditions will virtually remain unchanged from the existing, near level condition. During construction, grading activity will expose soils to some additional erosion potential. However, this effect will be minor in light of the relatively small construction area and near level topographic condition. Adherence to the City's Grading, Erosion and Sediment Control Ordinance will control erosion during construction. The projects final streetscape improvements will control erosion/sedimentation in the long-term ensuring a less than significant impact.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The proposed project would result in less than significant impacts to seismicity, soils, or geology.

4. WATER RESOURCES

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<i>Would the proposal result in or expose people to potential impacts involving:</i>			
A) Changes in absorption rates, drainage patterns, or the rate and amount of surface/stormwater runoff (e.g. during or after construction; or from material storage areas, vehicle fueling/maintenance areas, waste handling, hazardous materials handling & storage, delivery areas, etc.)?			X
B) Exposure of people or property to water related hazards such as flooding?			X
C) Discharge into surface waters or other alteration of surface water quality that substantially impact temperature, dissolved oxygen or turbidity, beneficial uses of receiving waters or areas that provide water quality benefits, or cause harm to the biological integrity of the waters?			X
D) Changes in flow velocity or volume of stormwater runoff that cause environmental harm or significant increases in erosion of the project site or surrounding areas?			X
E) Changes in currents, or the course or direction of water movements?			X
F) Change in the quantity of groundwater, either			X

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
through direct additions or withdrawal, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capability?			
G) Altered direction or rate of flow of groundwater?			X
H) Impacts to groundwater quality?			X

ENVIRONMENTAL SETTING

This project is part of a 940 acre drainage watershed. Runoff and drainage in the project area is controlled in surface/roadside ditches, within the existing roadway right-of-way, and in underground storm drains. The northern portion of the project area drains into an underground system that connects with the storm drain system to the west, eventually draining into the American River. This northern drainage system remains adequate to drain the project area. In the southern portion of the site, the underground drains also connect to the system in the west. However, the drains in this portion of the project site are not adequate, currently lacking capacity to drain the area runoff.

Standards of Significance

Water Quality. For purposes of this environmental document, an impact is considered significant if the proposed project would substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, because of increased sediments and other contaminants generated by consumption and/or operation activities.

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

ANSWERS TO CHECKLIST QUESTIONS

Question A

Changes in absorption rates or the rate and amount of surface/stormwater runoff may occur as a result of the road widening associated with this project. According to the City, as a result of existing drainage deficiencies, local storm drains must be replaced in the southern portion of the site to provide a more efficient drainage for roadway runoff system. The proposed project will construct new storm drainage facilities from 4th Avenue to just south of Q Street. From just north of 4th Avenue to the southern project limits, new drainage inlets will be installed on the east side of the street and will connect to the existing 12" storm drain which flows south. From just north of 4th Avenue to south of Q Street, the existing roadside ditch and existing 12" storm drain will be replaced with a new 30" storm drain, with drainage inlets on both sides of the street. The new storm drain will flow north and connect to the existing storm drain that runs west through the Jackson property. (This existing 24" storm drain will be replaced with a 36" pipe during the development of the Jackson property.) On 69th Street, the separate, existing,

12" storm drain will remain, and some of the existing drainage inlets will be relocated.

The new, upgraded system will resolve current drainage deficiencies within the sub watershed. Although the project will resolve these current drainage deficiencies, and accommodate the increase in project runoff, the drainage system improvements will not provide additional runoff capacity. Therefore, the improvements will not directly or indirectly induce growth, or allow for additional runoff potential beyond the project limits. The project would increase the amount of paved area and decrease the amount of impervious surface; however, changes are expected to be minor and remain less than significant.

Question B

The project is not located within a 100-year flood plain and will not result in exposure of people or property to water related hazards such as flooding. Currently the roadside drainage is considered deficient by the City and will be replaced or improved where needed. Existing nuisance runoff will be contained and diverted into the improved drainage system, thus improving local roadway drainage. Therefore, project impacts will be less than significant.

Questions C and D

Construction activities associated with the proposed project could cause disruption and minor displacement of soil, which could temporarily impact water. Compliance with the City's Grading, Erosion and Sediment Control Ordinance will prevent erosion and sedimentation during construction thus reducing the potential for temporary water quality impacts to less than significant. Eliminating the existing earth drainage ditches and constructing the new drainage systems will eliminate direct contact of runoff with the earth ditch. The proposed streetscape improvements will prevent soil erosion over the long-term.

Question E

The Project will not create changes in currents, course, or direction of water movements. Stormwater runoff will be conveyed into the adjacent drainage system, retaining the existing drainage patterns and characteristics. Therefore, project impacts will be less than significant.

Question F, G, and H

The proposed project will not affect quality, rate of flow, or quantity of groundwater because no improvements will be constructed that will penetrate the groundwater basin. Therefore, project impacts will be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The proposed project would result in less than significant impacts to water resources.

5. AIR QUALITY

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<i>Would the proposal:</i>			
A) Violate any air quality standard or contribute to an existing or projected air quality violation?			X
B) Exposure of sensitive receptors to pollutants?			X
C) Alter air movement, moisture, or temperature, or cause any change in climate?			X
D) Create objectionable odors?			X

LSA has prepared an air quality assessment of construction equipment exhaust emissions.

ENVIRONMENTAL SETTING

Air quality within the project area and surrounding region is largely influenced by urban emission sources. As there are minimal industrial emissions, these sources originate primarily from automobiles. Home fireplaces also contribute a significant portion of the air pollutants, particularly during the winter months. Air quality hazards are caused primarily by carbon monoxide (CO), particulate matter (PM10), and ozone.

The Sacramento Metropolitan Air Quality Management District (SMAQMD) is responsible for achieving federal and State air quality standards to ensure public health in Sacramento County, which is part of the Sacramento Federal Ozone Nonattainment Area (SFNA). With two exceptions, this area is in attainment for all State and national ambient air quality standards. However, Sacramento County is designated a "serious" nonattainment area for the federal eight hour standard, as well as for the State one hour ozone standard. In terms of the 24-hour PM10 standards, Sacramento County is designated a nonattainment area by State standards, and unclassified/attainment for federal standards.

Standards of Significance

Ozone and Particulate Matter. A short-term (construction-related) increase of the ozone precursor nitrogen oxides (NOx) above 85 pounds per day would result in a significant impact. A long-term (operational phase) increase in either ozone precursor (nitrogen oxide or reactive organic gases/ROG) above 65 lbs per day would result in a significant impact. For PM10, a project would have a significant impact if it emits pollutants at a level equal to or greater than five percent of the CAAQS (50 micrograms/cubic meter for 24 hours) if there were an existing or projected violation; however, if a project is below the ROG and NOx thresholds, it can be assumed the project is below the PM10 threshold as well.

Carbon Monoxide. The pollutant of concern for sensitive receptors is CO. Motor vehicle emissions are the dominant source of CO in Sacramento County (SMAQMD 2004). For purposes of environmental analysis, sensitive receptor locations generally include parks, sidewalks, transit stops, hospitals, rest homes, schools, playgrounds, and residences.

Commercial buildings are generally not considered sensitive receptors. Carbon monoxide concentrations are considered significant if they exceed the 1-hour State ambient air quality standard of 20.0 parts per million (ppm) or the 8-hour State ambient standard of 9.0 ppm (State ambient air quality standards are more stringent than the federal counterparts). Emissions of CO from construction activities are not an issue of concern because SMAQMD does not consider construction activities to be a major source of CO, and the District is in attainment status for CO.

ANSWERS TO CHECKLIST QUESTIONS

Question A

This project is designed to improve the existing Redding Avenue roadway by enhancing the connectivity and safety of the pedestrian traffic corridor. These improvements will increase the volume of pedestrian and bicycle activity in the Redding Avenue corridor thus decreasing the amount of vehicular traffic and improving air quality over the long term. Construction-related emissions would result from site preparation and construction worker commute trips, mobile and stationary construction equipment exhaust, and roadway paving. Peak daily emissions associated with construction equipment exhaust for the proposed project are summarized in Table A below. As shown, construction equipment emissions would not exceed the daily operational thresholds established by SMAQMD.

Fugitive dust would be generated by soil disturbance such as excavation and backfilling and from vehicle travel over unpaved surfaces. SMAQMD indicated that projects with a disturbed area of smaller than five acres are considered to have a less than significant impact on fugitive dust generation. Accordingly, the project footprint (area of disturbance) is approximately 2.6 acres and thus does not exceed the five acre threshold. Therefore, construction on site would not result in significant impacts on fugitive dust.

The project will be required to comply with regional rules that assist in reducing regional air pollutant emissions. SMAQMD Regulation 403 requires that fugitive dust be controlled with best available control measures and requires implementation of dust-suppression techniques to prevent fugitive dust from creating a nuisance off-site. In addition, the project will be required to comply with the City's Dust Control Ordinance. Therefore, with compliance of the above requirements, combined with the "less than five acre" footprint of disturbance will ensure that construction-related emissions will be minimized..

Table A: Peak Day Equipment Exhaust Emissions

Number and Equipment Type	No. of Hours in Operation	Pollutants (lbs/day)		
		ROG	NOx	PM10
1 Dozer	160	0.10	1.53	0.05
2 Concrete Trucks	120	0.58	4.70	0.02
1 Grader	160	0.11	1.60	0.05
1 Back Hoe	160	0.11	1.49	0.05
1 Front-end Loader	160	0.11	1.49	0.05
2 Haul Trucks	240	0.55	7.81	0.27
1 Crane	160	0.09	1.23	0.04
5 Delivery Trucks	240	1.75	14.09	0.06
1 Crane (Truck Mounted)	160	0.31	2.48	0.01
1 Paving Machine	160	0.13	0.70	0.09
1 Water Truck	160	0.23	1.88	0.01
1 Auger (Truck Mounted)	40	0.08	0.16	0.00
10 Construction Worker Trips	320	4.66	37.58	0.17
Total		8.80	76.74	0.86
SMAQMD Threshold		65	85	N/A
Exceed SMAQMD Threshold?		NO	NO	N/A

Source: LSA Associates, Inc.

Question B

The project would not result in the long-term exposure of sensitive receptors to pollutants. Any construction-related release of pollutants would be localized and temporary, occurring only during active construction. Compliance with dust control regulations (Regulation 403 and City of Sacramento Dust Control Ordinance) should further limit the exposure of sensitive receptors to pollutants. Over the long-term, project implementation will encourage non-motorized transportation by providing bicycle and pedestrian facilities. As a result, consistent with the project objective, the project should assist in reducing regional mobile-related emissions. Therefore, any long-term impacts to sensitive receptors would be less than significant.

Question C

The project would not result in the alteration of air movement, moisture, or temperature or in any change in climate, either locally or regionally. Therefore, any impacts would be less than significant.

Question D

The project would not create permanent objectionable odors. Any construction-related odors would be localized to the immediate vicinity of construction operations and would be temporary, occurring only during active construction. No other features of the project are associated with odor issues. Therefore, the impact is considered less than significant.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The proposed project would result in less-than-significant impacts to air quality. Over the long-term, the project is expected to benefit regional air quality conditions.

6. TRANSPORTATION/CIRCULATION

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<i>Would the proposal result in:</i>		X	
A) Increased vehicle trips or traffic congestion?		X	
B) Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X
C) Inadequate emergency access or access to nearby uses?		X	
D) Insufficient parking capacity on-site or off-site?			X
E) Hazards or barriers for pedestrians or bicyclists?			X
F) Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			X
G) Rail, waterborne or air traffic impacts?			X

ENVIRONMENTAL SETTING

The project area is developed and highly disturbed due to its proximity to US 50, high traffic streets such as Folsom Boulevard, light rail lines, and businesses. Over the past several years the 65th Street light rail station has been the subject of several studies directed at enhancing the quality of life in the area, while improving the connection to the 65th Street light rail station. This area experiences high pedestrian traffic flow because of the transit station and existing student housing. However, in light of the current condition of Redding Avenue combined with the lack of connectivity between the light rail station, CSU Sacramento and the residential uses south of US 50, the goals outlined in the City's Pedestrian Master Plan and Pedestrian Safety Guidelines remain unfulfilled. The portion of Redding Avenue within the project area does not have bike lanes, curbs, gutters, separated sidewalks, cross-walks or sufficient night time lighting. Additionally this area has high traffic flow due to the truck usage from the lumber yard and other commercial uses making it dangerous for non-vehicular traffic using Redding Avenue.

Standards of Significance

Roadway Traffic. An impact is considered significant for roadways or intersections when the project causes the facility to change from LOS C or better to LOS D or worse. For facilities that are, or will be worse than LOS C without the project, an impact is also considered significant if

the project: 1) increases the average delay by 5 seconds or more at an intersection, or 2) increases the volume to capacity ratio by .02 or more on a roadway.

Bikeways. A significant bikeway impact would occur if a project hindered or eliminated an existing designated bikeway, or if the project interfered with the implementation of a proposed bikeway. A significant bikeway impact would occur if a project were to increase bicycle/pedestrian or bicycle/motor vehicle conflicts.

Regional Transit. A significant impact to the transit system would occur if normal operation of the project results in blockage to transit routes. A significant impact to the transit system would also occur where project generated ridership, when added to existing or future ridership, exceeds available or planned system capacity. Capacity is defined as the total number of passengers the system of busses and light rail vehicles can carry during the peak hour of operation.

Parking. A significant impact to parking would occur if the anticipated parking demand of the project exceeds the available or planned parking supply.

ANSWERS TO CHECKLIST QUESTIONS

Question A

The traffic study prepared for the proposed Target retail project required a traffic analysis for all development scenarios (i.e.: existing, existing plus project, and cumulative). The traffic Levels of Service (LOS) were noted as acceptable specifically for the 4th Street/ Redding Avenue intersection. This project does not change the number of existing lanes therefore the conditions are expected to remain the same. In addition a cursory traffic assessment of 69th Street/Folsom Boulevard was conducted by project engineers concluding that the project will enhance local traffic operations in this area.

MITIGATION MEASURES

TC-1. During construction, in order to avoid potential conflict with traffic in the public right-of-way, the construction contractor would be required to submit a traffic control plan for approval by the City of Sacramento as a component of the proposed project. The traffic control plan would include the following measures:

- Staging construction plans, a construction schedule, and a description of the City's noticing procedures, prepared prior to commencement of construction activities to avoid inadequate emergency access or access to nearby uses.
- Statements on the improvement plans that:
 - Public safety and emergency services will be kept informed of construction activities for use in planning emergency response routing, if necessary.
 - Construction will occur during non-peak hours (i.e., 8:30-4:00) so as to not significantly impact traffic flow.
 - Only one lane of travel will be closed at one time; thereby, allowing controlled through access.

With implementation of the above listed mitigation measures any project impacts will be

minimized to levels that are less than significant.

Question B

The proposed project would create no new known hazards to safety since the roadway is already in place and in use. Therefore, project related impacts to design safety hazards would be less than significant.

Question C

Emergency access would not be permanently affected; however, construction activities could temporarily close lanes and disrupt emergency access. These lane closures would only be necessary during some trenching, grading and/or paving activities and would be temporary. The construction contractor would be required to submit a traffic control plan for approval by the City of Sacramento (described above in MM TC-1) as a standard practice component of the proposed project construction activities. Implementation of Mitigation Measure TC-1, described above, would ensure that emergency access and access to nearby uses are maintained. Therefore, impacts related to emergency access and access to nearby uses would be considered less than significant.

Question D

There will be a permanent loss of 30 off-street parking spaces at two businesses in the project area due to project design. The loss of parking will occur at Dorris Lumber and Airgas (18 spaces and 12 spaces, respectively). However the project will include new on-street parallel parking along segments of Redding Avenue south of the elevated US 50 adjacent to Dorris Lumber. During construction the parking spaces will be limited due to construction activity and equipment; however once the construction is complete the total number of parking spaces provided by the project will be 49 spaces. This will result in a net increase of 19 parking spaces over existing conditions. These new parking spaces along Redding Avenue will offset those existing spaces will be eliminated at Dorris Lumber and Airgas. While these new spaces are approximately 800 feet from Airgas, the parking loss at Airgas involves spaces that are not routinely utilized by Airgas employees or visitors. Airgas has an adequate existing supply of parking spaces on-site in a fenced/gated lot. Therefore impacts to parking will be less than significant.

Question E

This project is an improvement project to create a safer "pedestrian friendly" connection from Redding Avenue to the Light Rail station and Folsom Boulevard. As noted in "Project Purpose and Need", with project improvements in place, the City expects an increase in the non-motorized travel demand along the corridor. Accordingly, increases in both pedestrian and bicycle usage are expected, and will be encouraged by the City to reduce motorized vehicle trips along the corridor. The planned project is designed to improve the corridor by providing bike lanes, curbs and gutters, separated sidewalks, cross-walks, landscaped areas and ornamental lighting. The proposed project would not create hazards or barriers for pedestrians or bicyclists. Therefore, the project impacts will be less than significant.

Questions F and G

The proposed project would not create conflicts with adopted policies supporting alternative transportation since the project will be creating a safer and more efficient travel corridor for bicyclists and pedestrian traffic. The project is consistent with the area planning programs to

enhance local circulation and improve pedestrian and bicycle systems. The Sacramento Light Rail line crosses Redding Avenue in the northern project area. As the proposed roadway improvements require a wider cross-section at the railroad crossing, the crossing arms must be replaced. The new crossing arms will not affect rail operations. Approval of this action is required by the PUC, UPRR and Regional Transit.

FINDINGS

With the incorporation of the mitigation measure listed above, the proposed project would result in less than significant impacts related to transportation/circulation.

7. BIOLOGICAL RESOURCES

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<i>Would the proposal result in:</i>			
A) Endangered, threatened, or rare species or their habitats (including, but not limited to plants, fish, insects, animals, and birds)?		X	
B) Locally designated species (e.g., heritage or City street trees)?			X
C) Wetland habitat (e.g., marsh, riparian and vernal pool)?			X

A technical biological study (Natural Environment Study Minimal Impact) was prepared and approved by Caltrans (See Appendix B).

ENVIRONMENTAL SETTING

The area within the Biological Study Area (BSA) is developed and highly disturbed due to its proximity to US 50, high traffic streets such as Folsom Boulevard, light rail lines, and businesses. The BSA totals approximately 6.76 acres and consists of the project footprint, including cut/fill slopes, access and staging areas, etc. The BSA also includes lands beyond the footprint that could potentially be affected by project construction and/or were determined necessary to inventory in order to perform an adequate analysis of project impacts. Undeveloped lands in the BSA consist of vacant roadside lots of ruderal, landscaped vegetation, and unpaved areas adjacent to Redding Avenue. One roadside ditch occurs in the BSA.

The amount of potential habitat in the BSA is minimal and of low quality, especially as it pertains to wildlife usage. The high level of disturbance and lack of native plant communities in the project area excludes the majority of the special status plants and animals known to occur in the vicinity of the project. Consequently, most of the special status animals and plants are not expected to occur in the BSA. However, three special status species that may inhabit urbanized

areas and could potentially occur in the BSA are the burrowing owl (*Athene cunicularia*), purple martin (*Progne subis*), and Sanford's arrowhead (*Sagittaria sanfordii*).

Special-Status Species

Special-status species are those plants and animals, because of their recognized rarity or vulnerability to various causes of habitat loss or population decline, are recognized in some fashion by federal, State, or other agencies as deserving special consideration. Some of these species receive specific legal protection pursuant to federal or State endangered species legislation. Others lack such legal protection, but have been characterized as "sensitive" on the basis of adopted policies and expertise of State resource agencies or organizations with acknowledged expertise, or policies adopted by local governmental agencies such as counties, cities, and special districts to meet local conservation objectives. These species are referred to collectively as "special status species" in this report, following a convention that has developed in practice but has no official sanction. The various categories encompassed by the term are presented below:

- Plants or animals listed or proposed for listing as threatened or endangered under the federal ESA (50 Code of Federal regulations [CFR] 17.12 [listed plants], 17.11 [listed animals] and various notices in the Federal Register [FR] [proposed species]);
- Plants or animals candidates for possible future listing as threatened or endangered under the federal ESA (61 FR 40, February 28, 1996);
- Plants or animals designated as "special concern" (former C2 candidates) by Region 1 of the U.S. Fish and Wildlife Service (USFWS);
- Plants or animals listed or proposed for listing by the State of California as threatened or endangered under the California ESA (14 California Code of Regulations [CCR] 670.5);P
- Plants listed as rare or endangered under the California Native Plant Protection Act (California Fish and Game Code, Section 1900 et seq.);
- Plants that meet the definitions of rare and endangered under CEQA (State CEQA Guidelines, Section 15380);
- Plants considered under the California Native Plant Society (CNPS) to be "rare, threatened or endangered in California" (Lists 1A, 1B, and 2 in CNPS 2001);
- Plants listed by CNPS as plants about which more information is needed to determine their status and plants of limited distribution (Lists 3 and 4 in CNPS 2001), which may be included as special-status species on the basis of local significance or recent biological information;
- Animal species of special concern to CDFG; and
- Animals fully protected in California (California Fish and Game Code, Sections 3511 [birds], 4700 [mammals], and 5050 [reptiles and amphibians]).

Wetlands and Waters of the United States

The U.S. Army Corps of Engineers (Corps) has primary federal responsibility for administering regulations concerning "Waters of the United States," including wetlands, within the Project Area. The Corps requires a permit be obtained if a project proposes placing structures within, over, or under navigable waters and/or discharging dredged or fill material into waters of the U.S. below the ordinary high-water mark in non-tidal waters. The Environmental Protection Agency (EPA), U.S. Fish and Wildlife Service (USFWS), National Marine Fisheries Services

(NMFS/ NOAA Fisheries), and other State and local regulatory agencies may provide comment on Corps permit applications.

The State's authority in regulating activities in waters of the U.S. resides primarily with the CDFG and the State Water Resources Control Board (SWRCB). CDFG may provide comments on Corps permit actions under the Fish and Wildlife Coordination Act. CDFG is also authorized under the California Fish and Game Code Sections 1600-1607 to develop mitigation measures and enter into Streambed Alteration Agreements (SAA) with applicants who propose projects that would obstruct the flow of, or alter the bed, channel, or bank of a river or stream in which there is a fish or wildlife resource, including intermittent and ephemeral streams. The SWRCB, acting through the Regional Water Quality Control Board (RWQCB), must certify that a Corps permit action meets State water quality objectives (Section 401, Clean Water Act). California Fish and Game Code Sections 1600-1607 require the notification of CDFG for any activity that could affect the bank or bed of any stream of value to fish and wildlife. Upon notification, the CDFG has the responsibility to prepare a SAA, in consultation with the project proponent.

In a jurisdictional sense, there are two definitions of a wetland: one definition adopted by the Corps and a separate definition adopted by the State of California. Under normal circumstances, the federal definition of wetlands requires three wetland identification parameters (hydrology, soil, and vegetation) to be met, whereas the State adopted definition requires the presence of at least one of these parameters. For this reason, identification of wetlands by the CDFG consists of the union of all areas periodically inundated or saturated, or in which at least seasonal dominance by hydrophytes may be documented, or in which hydric soils are present. The CDFG does not normally have direct jurisdiction over wetlands unless they are subject to jurisdiction under an SAA or they support State-listed endangered species; however, the CDFG has trust responsibility for wildlife and habitats pursuant to California law.

Standards of Significance

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

- Creation of a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the affected area;
- Substantial degradation of the quality of the environment, destruction of the habitat, reduction of the population below self-sustaining levels of threatened or endangered species of plant or animal; or
- Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands);
- Violate the City's Heritage Tree Ordinance (City Code 12.64.040).

ANSWERS TO CHECKLIST QUESTIONS

Question A

Special status plant and wildlife observed or potentially occurring on the project site based on available habitat, are discussed below.

Burrowing Owl. The Western Burrowing Owl Is A State Species Of Special Concern, And A Fish And Wildlife Service Migratory Nongame Birds Of Management Concern. Burrowing owls occur in the warmer valleys associated with agriculture and urban areas that support populations of California ground squirrels. Burrowing owls nest in ground squirrel burrows and feed on insects and small mammals. The preferred habitat consists of mounds in open fields with low vegetation. The CNDDDB contains seven records for burrowing owl within the project vicinity. The closest know occurrence is about 1.5 miles north of the BSA, along the railroad corridor north of CSUS.

Potential nesting and foraging habitat for burrowing owls in the BSA is located in the vacant lot adjacent to 69th Street and Folsom Boulevard. Burrows that have the potential to support burrowing owls (with openings greater than 4 inches wide) were observed during the field survey. However, the potential habitat for burrowing owl is low quality due to the amount of disturbance and proximity to human activities. As a result, there is a low probability for burrowing owl to occur in the BSA.

Although no burrowing owls or owl sign were observed during surveys, burrows large enough to support burrowing owls were observed at the north end the BSA. Some potentially suitable foraging and nesting habitat is available for this species in the BSA. Burrowing owls could migrate into the BSA prior to construction and be affected by the project. Mitigation to avoid disturbing burrowing owls is described in Mitigation Measure BR-2 through BR-5.

Purple Martin. The purple martin is a California Species of Special Concern that generally inhabits woodlands and low elevation forests. Purple martins are known to nest in old woodpecker cavities in tall snags, and also in human structures. The CNDDDB contains records for purple martins nesting in numerous highway, street, and railroad overpasses in the vicinity of the project. One CNDDDB record from 2003 identifies purple martins nesting in the weep holes of US 50 at Redding Avenue. A field inspection of the site was conducted and there were no signs of nests or birds of this species. Since no work will be done on either the highway overpass or light rail overpass it is unlikely the proposed Redding Avenue enhancements will impact purple martins. Consequently, the project impact will remain less that significant. No mitigation is proposed.

Purple martins are known to nest in the weep holes of the Interstate 50 bridge structure and in the light rail overpass in the limits of the project area. Since no work will be done on either the highway overpass or light rail overpass it is unlikely the proposed Redding Avenue enhancements will impact purple martins. Consequently, no mitigation is proposed.

The proposed project could potentially affect special status (and other) birds nesting in the landscaped trees in the BSA and in the elevated US 50 if they are present when construction begins. Disturbance of these birds during their nesting season (March 1 to September 30) could result in "take" which is prohibited under the Migratory Bird Treaty Act and Section 3503 of the California Fish and Game Code. Mitigation to avoid disturbing nesting birds is described in Mitigation Measure BR-1.

Sanford's Arrowhead. Sanford's arrowhead is a perennial herbaceous plant that grows in freshwater marshes and assorted shallow emergent wetlands that have standing or slow moving water. Sanford's arrowhead is a CNPS List 1 B plant. The CNDDDB contains four records for Sanford's arrowhead in the vicinity of the project. Three of the four sites are along the

American River, and one site is located in a small channel in the southern end of the CSUS campus.

Potential habitat for Sanford's arrowhead was identified in the roadside ditch on the east side of Redding Avenue beginning at 4th Avenue and continuing north about 500 feet. Plants growing in the roadside drainage include water plantain (*Alisma plantago-aquatica*), nut grass (*Cyperus eragrostis*), Bermuda grass (*Cynodon dactylon*), filaree (*Erodium botrys*), English plantain (*Plantago lanceolata*) and cranesbill (*Geranium dissectum*). The ditch receives water as a result of road and surface runoff.

Surveys for Sanford's arrowhead were conducted along the ditch in the BSA, and no Sanford's arrowhead was observed. The survey was not conducted during the normal blooming period for Sanford's arrowhead (May – October), but this species is a perennial plant and identification using vegetative features (leaves, recurved pedicels) is possible. The survey was conducted in early December and the large leaves of Sanford's arrowhead would have been identifiable, if present.

Due to the highly disturbed nature of the BSA and the absence of any vegetation similar to Sanford's arrowhead, Sanford's arrowhead is considered absent from the BSA and will not be affected by the project.

Vegetation. Disturbed/ruderal vegetation is the only plant community in the BSA. The vegetation along Redding Avenue and 69th Street consists of nonnative grasses, ruderal forbs, and landscape plantings. Plants growing in the BSA include Bermuda grass, filaree, fennel (*Foeniculum vulgare*), English plantain, barley (*Hordeum murinum*) and wild oats (*Avena* sp.). Landscape trees and shrubs including oleander (*Oleander* sp.), flowering pear (*Prunus* sp.), pine (*Pinus* sp.), and pyracantha (*Pyracantha anugustifolia*) are planted sporadically along Redding Avenue. Two small (six and eight inch dbh) valley oaks (*Quercus lobata*) are located on the east side of Redding Avenue at the intersection with 4th Avenue. Disturbed /ruderal areas comprise 1.14 acres in the BSA.

Developed areas consist of all human-made structures including roads (paved and unpaved), road shoulders, parking lots, buildings and railroad rights of way. Within the BSA, developed areas comprise 5.62 acres and are primarily associated with existing paved roads.

Animals. Wildlife species occurring in the BSA are those species adapted to ruderal vegetation in an urban setting. Since the BSA is mostly developed the diversity of wildlife is low. The habitat is considered low-quality due to the high frequency of human disturbances and the dominance of non-native plants. Wildlife adapted to living in disturbed urban areas and likely to use the habitat in the BSA include animals such as ground squirrel (*Spermophilus beecheyi*), western fence lizard (*Sceloporus occidentalis*), scrub jay (*Aphelocoma californica*), and northern mockingbird (*Mimus polyglottos*).

MITIGATION MEASURES

The following seasonal work restrictions will be implemented during construction to avoid disturbing nesting birds:

- BR-1. If possible, all trees that will be impacted by project construction will be removed during the non-nesting season (between October 1 and February 29). If this is not possible and project construction is to begin during the nesting season (March 1 to September 30), all trees and other suitable nesting habitat within the limits of work shall be surveyed by a qualified biologist prior to initiating construction-related activities. Surveys will be conducted no more than 14 days prior to the start of work. If no nesting is discovered, construction can begin as planned. If an active nest is discovered, the nest tree shall be designated as an Environmentally Sensitive Areas (ESA) and protected using orange construction fence or equivalent. The ESA fencing shall be maintained in good condition until the end of the breeding season or until the young have fledged, as determined by a qualified biologist.

Western Burrowing Owl

The project will implement the following measures to avoid and minimize impacts to burrowing owls.

- BR-2. Prior to construction activity, focused pre-construction surveys shall be conducted for burrowing owls where suitable habitat is present within the construction areas. Surveys shall be conducted no less than 14 days and no more than 30 days prior to commencement of construction activities and surveys shall be conducted in accordance with CDFG burrowing owl survey protocol.
- BR-3. If unoccupied burrows are found during the non-breeding season, the project applicant may collapse the unoccupied burrows, or otherwise obstruct their entrances to prevent owls from entering and nesting in the burrows. This measure would prevent inadvertent impacts during construction activities.
- BR-4. If no occupied burrows are found in the survey area, a letter report documenting survey methods and findings shall be submitted to the City and CDFG, and no further mitigation is necessary.
- If occupied burrows are found, impacts on the burrows shall be avoided by providing a buffer of 165 feet during the non-breeding season (September 1 through January 31) or 250 feet during the breeding season (February 1 through August 31). The size of the buffer area may be adjusted if a qualified biologist and CDFG determine it would not be likely to have adverse effects on the owls. No project activity shall commence within the buffer area until a qualified biologist confirms that the burrow is no longer occupied. If the burrow is occupied by a nesting pair, a minimum of 7.5 acres of foraging habitat contiguous to the burrow shall be maintained until the breeding season is over.
- BR-5. If impacts on occupied burrows are unavoidable, onsite passive relocation techniques approved by CDFG shall be used to encourage owls to move to alternative burrows outside of the impact area. However, no occupied burrows shall be disturbed during the nesting season unless a qualified biologist verifies through non-invasive methods that juveniles from the occupied burrows are foraging independently and are capable of independent survival. Mitigation for foraging habitat for relocated pairs shall follow guidelines provided in the California Burrowing Owl Consortium's April 1995 Burrowing Owl Survey Protocol and Mitigation Guidelines, which ranges from 7.5 to 19.5 acres per pair.^a

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

With the implementation of the above mitigation, the project will have a less than significant impact on burrowing owls.

Question B

Landscape trees and shrubs including oleander (*Oleander* sp.), flowering pear (*Prunus* sp.), pine (*Pinus* sp.), and pyracantha (*Pyracantha anugustifolia*) are planted sporadically along Redding Avenue. Two small (six and eight inch dbh) valley oaks (*Quercus lobata*) are located on the east side of Redding Avenue at the intersection with 4th Avenue. No locally designated species or Heritage Trees are present at the proposed project site; therefore the project impacts will remain less than significant.

Question C

Jurisdictional waters include wetlands and other waters that fall under the jurisdiction of the U.S. Army Corps of Engineers (USACE) pursuant to Section 404 of the Clean Water Act (CWA), the Regional Water Quality Control Board (RWQCB) pursuant to Section 401 of the CWA or the Porter-Cologne Water Quality Control Act (PCWQCA), or the California Department of Fish and Game (CDFG) pursuant to Sections 1600-1616 of the State Fish and Game Code.

Potential jurisdictional waters in the BSA consist of the roadside ditch along the east shoulder of Redding Avenue. The ditch extends south from the Light Rail crossing at 69th Street to the 4th Street intersection. A section of this ditch, beginning near the US 50 overpass and extending south for about 300 feet, flows through an underground culvert. The ditch collects surface runoff from Redding Avenue and adjacent developed areas. The roadside ditch appears to be an isolated system that essentially serves as a retention basin.

A potential wetland area in the ditch, totaling 0.042 acre, supports obligate and facultative hydrophytes including water plantain (*Alisma plantago-aquatica*), and nutgrass (*Cyperus eragrostis*). Indicators for wetland soils and hydrology were also observed. Consequently, this section of the ditch was determined to meet USACE criteria for wetlands. The remainder of the ditch, totaling 0.047 acre, is dominated by upland annual grasses and forbs and does not meet USACE criteria for wetlands. However these areas did exhibit an ordinary high water mark and, as a result were determined to be nonwetland waters.

Since this ditch has no connectivity to navigable waters, the USACE is not likely to assert jurisdiction. However, this feature may be regulated by the RWQCB as waters of the State under the PCWQCA.

Table B: Project Impacts to Jurisdictional Waters (in acres)

Type	Permanent	Temporary	Total
Wetlands	0.042	0	0.042
Nonwetland Waters	0.047	0	0.047
Total	0.089	0	0.089

Pursuant to Sections 1600-1616 of the State Fish and Game Code, CDFG, the roadside ditch is

not likely to be regulated by the water features in the BSA. Therefore, the project impact will remain less than significant.

FINDINGS

The potential for special status species to be impacted by the project improvements is considered low. With mitigation, impacts to burrowing owls (the only species potentially present) will be mitigated to levels less than significant. No other species, including wildlife and vegetation, will be impacted.

The proposed project will result in permanent impacts to 0.089 acre of potential jurisdictional waters during construction of the roadway improvements, as shown on Table B (above). These impacts will occur to wetlands and nonwetland waters in an isolated roadside drainage ditch. Due to the minimal area of impact to wetlands, totaling 0.042 acre, no mitigation is proposed. This approach is consistent with USACE regulations which typically do not require mitigation for impacts to waters of the U.S. less than 0.1 acre. With the implementation of the mitigation measures, the project impacts on Biological Resources are considered less than significant.

8. ENERGY

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
Would the proposal result in impacts to:			
A) Power or natural gas?			X
B) Use non-renewable resources in a wasteful and inefficient manner?			X
C) Substantial increase in demand of existing sources of energy or require the development of new sources of energy?			X

ENVIRONMENTAL SETTING

Currently the project area is located in an industrial area that includes US 50, railroad lines, residential and businesses uses. Three apartment complexes are located on Redding Avenue. The primary uses of energy currently come from the vehicle travel, Light Rail, street lamps and the development along the project site.

Standards of Significance

Gas Service. A significant environmental impact would result if a project required a new gas source beyond current available/forecast supplies.

Electrical Services. A significant environmental impact would occur if a project resulted in the need for a new electrical source (e.g., hydroelectric and geothermal plants).

ANSWERS TO CHECKLIST QUESTIONS

Questions A, B and C

The project has been designed to avoid known existing utilities (such as natural gas, water, wastewater, etc.). Initially, it was the City's objective to underground all overhead utilities in the project limits, including the overhead SMUD electric lines and the many overhead telephone and fiber optic lines which are located on the SMUD poles. However, SMUD has stated that the electric lines could not be placed underground because of their high voltage. Moreover, SMUD staff estimated that it would cost an additional two million dollars to complete the undergrounding (at the City's expense). As such, it was decided by the City that the existing utilities would remain overhead. Joint utility poles that conflict with the proposed project will need to be relocated. No re-occurring non-renewable resources will be used and no long-term increase in demand of existing sources of energy will occur, the project impacts on energy resources will be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The proposed project would not result in impacts to energy resources.

9. HAZARDS

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<i>Would the proposal involve:</i>			
A) A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)?			X
B) Possible interference with an emergency evacuation plan?			X
C) The creation of any health hazard or potential health hazard?			X
D) Exposure of people to existing sources of potential health hazards?			X
E) Increased fire hazard in areas with flammable brush, grass, or trees?			X

A technical Initial Site Assessment for hazardous materials was prepared by Taber Consultants and is available for review at the Department of Transportation.

ENVIRONMENTAL SETTING

The project site consists of an existing roadway surrounded by residential and industrial development including a lumber yard, railroad, automobile repair shop, and light rail station.

To identify sites with known releases of hazardous materials or petroleum products likely to affect the project corridor, and sites with potential for such releases, databases and site lists maintained by environmental regulatory agencies were searched for listed properties within the project site and in close proximity to the site. Evidence of hazardous substances or petroleum products surrounding the project site is documented along the following sites:

- Q Street
 - 6779 Q Street- Based on the information obtained from the environmental record search the site is likely to not affect the project due to the closure of the of the incident and the time elapsed. Therefore, this site is not anticipated to be a source that is likely to affect the project.
- Redding Avenue
 - 2600 Redding Avenue- Based on the information obtained from the environmental record search the site is likely to not affect the project due to the closure of the of the incident and the time elapsed. Therefore, this site is not anticipated to be a source that is likely to affect the project.
 - 3101 Redding Avenue- This site is not anticipated to be a source that is likely to affect the project.
 - 3051 Redding Avenue- This site is not anticipated to be a source that is likely to affect the project.
 - 2836 Redding Avenue- This site is not anticipated to be a source that is likely to affect the project
- 65th Street
 - 2933 65th Street- Based on the distance relative to the site and the depth to groundwater, this site is not anticipated to be a source likely to affect the project.
 - 2893 65th Street- Based on the distance relative to the site and the depth to groundwater, this site is not anticipated to be a source likely to affect the project.
 - 1940 65th Street- Based on the distance relative to the site and the depth to groundwater, this site is not anticipated to be a source likely to affect the project.
 - 1840 56th Street- Based on the distance relative to the site and the depth to groundwater, this site is not anticipated to be a source likely to affect the project.
 - 1327 56th Street- Based on the distance relative to the site and the depth to groundwater, this site is not anticipated to be a source likely to affect the project.
 - 3850 65th Street- Based on the distance relative to the site and the depth to groundwater, this site is not anticipated to be a source likely to affect the project.
- Folsom Boulevard
 - 6661 Folsom Boulevard- Based on the distance relative to the site and the depth to groundwater, this site is not anticipated to be a source likely to affect the project.

- 6601 Folsom Boulevard- Based on the distance relative to the site and the depth to groundwater, this site is not anticipated to be a source likely to affect the project.
- Ramona Avenue
 - 3264 Ramona Avenue- Based on the distance relative to the site and the depth to groundwater, this site is not anticipated to be a source likely to affect the project.
- College Town Drive
 - 7901 College Town Drive- Based on the distance relative to the site and the depth to groundwater, this site is not anticipated to be a source likely to affect the project.
- Power Inn Road
 - 3550 Power Inn Road- Based on the distance relative to the site and the depth to groundwater, this site is not anticipated to be a source likely to affect the project.

However based on the document reviews, site reconnaissance and the distances between these sites and the proposed project site, the potential for the project construction to encounter significant hazardous materials within the project corridor is generally low.

Based on the relatively low traffic counts on Redding Avenue and adjacent surface streets significant concentrations of aerially deposited lead (ADL) are considered too low to warrant any further evaluation.

Standards of Significance

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

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

ANSWERS TO CHECKLIST QUESTIONS

Question A

The potential for the proposed construction to encounter significant hazardous materials within the project corridor is generally low due to the distance from the sites (containing hazardous substances or petroleum products) and the project site. As such, the risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals, or radiation) is considered less than significant.

Question B and C

The proposed project will not interfere with an emergency response plan or an emergency evacuation plan. The project will not result in the creation of any health hazard or potential health hazard. Therefore, the project is considered to have a less than significant impact of interference with emergency evacuation or creation of health hazards. Also refer to Mitigation Measure TC-1 in Section 6, Transportation Circulation.

Question D

According to the extensive database searches identified in the Initial Site Assessment conducted by Taber Consultants (2008) there are no existing sources of potential health hazards known to exist within the project site. As is the case for any project involving excavation, there is the potential for unknown hazardous contamination to be revealed during project construction. For any previously unknown hazardous waste/material encountered during project construction, the procedures outlined in Caltrans' Hazardous Waste Contingency Plan for Construction shall be adhered to (Appendix A).

Question E

Due to the possible dry nature of the project site during a typical northern California summer, there is a low risk of potential fire hazards. During construction, the following mitigation measures will minimize any construction related impacts to less than significant.

MITIGATION MEASURES

- H1. Machinery used during construction shall be maintained according to manufacturer's specifications to prevent accidental sparks.
- H2. Fire extinguishers shall be kept on-site during all construction activities.

FINDINGS

With the incorporation of the above listed recommendations, the proposed project would result in less-than-significant impacts regarding hazards.

10. NOISE

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<i>Would the proposal result in:</i>			
A) Increases in existing noise levels? Short-term Long Term			X
B) Exposure of people to severe noise levels? Short-term Long Term			X

ENVIRONMENTAL SETTING

The project site consists of an existing roadway surrounded by residential and industrial development including a lumber yard, railroad, automobile repair shop, and light rail station. On the southern end of the project site along Redding Avenue, and beyond the project limits are residential uses (apartments) predominantly used for student housing. The project site currently experiences noise predominately from vehicular-related sources. These noise sources include both passenger vehicles and truck/commercial vehicles. In addition, noise events occur periodically from the light rail activity extending along the UPRR. Noise is defined as unwanted sound. Sound levels are usually measured and expressed in decibels (dB). Measurable decibel levels range from 0 to 140. Typical examples of decibel levels would be a low level of 50 dB for light traffic to a high level of 120 dB for a jet takeoff at 200 feet.

Standards of Significance

Thresholds of significance are those established by the Title 24 standards and by the City's General Plan Noise Element and the City Noise Ordinance. Noise and vibration impacts resulting from the implementation of the proposed project would be considered significant if they cause any of the following results:

- Exterior noise levels at the proposed project which are above the upper value of the normally acceptable category for various land uses (SGPU DEIR AA-27) caused by noise level increases due to the project;
- Residential interior noise levels of 45 Ldn or greater caused by noise level increases due to the project;
- Construction noise levels not in compliance with the City of Sacramento Noise Ordinance;
- Occupied existing residential and commercial areas are exposed to vibration peak particle velocities greater than 0.5 inches per second due to project construction;

ANSWERS TO CHECKLIST QUESTIONS

Question A

Short-term Construction Noise Impacts. Temporary increases in noise levels would occur during construction hours of the proposed project. Generally, noise levels at construction sites can vary from 65 dBA to a maximum of nearly 90 dBA when heavy equipment is used nearby.

Construction noise would be intermittent, and noise levels would vary depending on the type of construction activity. However, construction noise is exempt from the City of Sacramento Noise Ordinance, provided construction is limited to the hours between 7:00 a.m. and 6:00 p.m., Monday through Saturday, and between 9:00 a.m. and 6:00 p.m. on Sundays. The City requires that a notation must be placed on the construction plans which restrict the operation of construction equipment to the hours listed above and all internal combustion engines in use on the project must be equipped with original manufacturers' silencers or their after market equivalents, in good working order (as required by City Ordinance).

Long-term Operational Noise Impacts. No long term increases in noise levels would occur after construction is complete. The proposed project is a bikeway, pedestrian and streetscape beautification. Accordingly, project implementation is expected to reduce vehicular-related noise

levels throughout the project. The increase in both bicycle and pedestrian activity will result in fewer vehicular trips and therefore, lower noise levels. Therefore, long term project impacts to sensitive noise receptors will be less than significant.

Question B

Residential (apartments) receptors are present at the south end of project site (corner of 4th Avenue and Redding Avenue). Exposure to severe noise levels on a short-term or long-term basis is not expected. Refer to "A" above.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The proposed project would result in less-than-significant impacts concerning noise. Adherence to the City's noise ordinance will minimize noise events during construction.

11. PUBLIC SERVICES

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<i>Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:</i>			X
A) Fire protection?			X
B) Police protection?			X
C) Schools?			X
D) Maintenance of public facilities, including roads?			X
E) Other governmental services?			X

ENVIRONMENTAL SETTING

The City of Sacramento Police Department provides police protection service within the project area. Duties of the City of Sacramento Police Department include law enforcement, crime prevention, and community relation services. The City of Sacramento provides fire protection and emergency medical services as well as first response hazardous materials services within the project area. The Fire department presently operates 25 stations spaced to provide a response time of four minutes and spaced at approximately a two-mile radius.

There are several schools in the vicinity of the proposed project site including California State University, Sacramento.

Standards of Significance

For the purposes of this report, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection, school facilities, roadway maintenance, or other governmental services.

ANSWERS TO CHECKLIST QUESTIONS

Questions A, B, C, D and E

The proposed project would not require altered services to existing fire protection, police protection, schools, maintenance of public facilities or other governmental services. Similarly the project would not result in the need for any new facilities since the roadway is already established and in use. With project improvements in place, the access for emergency vehicles will improve due to larger turning radius upgrades and wider lane conditions. Therefore, a less than significant impact is expected to fire, police, school, and other public services.

MITIGATION MEASURES

No mitigation is required.

FINDINGS

The proposed project would result in less-than-significant impacts to public services.

12. UTILITIES

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<i>Would the proposal result in the need for new systems or supplies, or substantial alterations to the following utilities:</i>			X
A) Communication systems?			
B) Local or regional water supplies?			X
C) Local or regional water treatment or distribution facilities?			X
D) Sewer or septic tanks?			X
E) Stormwater drainage?			X
F) Solid waste disposal?			X

ENVIRONMENTAL SETTING

The proposed project site is an active roadway surrounded by industrial businesses and residential uses. Existing utility lines are suspended overhead. In the southern portion of the project, an inadequate storm drainage system and roadside ditch is located within the project area. Drainage systems in the northern project area are adequate.

Standards of Significance

For purposes of this environmental document, an impact is considered significant if the proposed project would result in the need for new utility systems or supplies, or substantial alterations to current utility systems or supplies.

ANSWERS TO CHECKLIST QUESTIONS

Questions A, B, C and D

The project will not create any new utility systems or create the need for any new utility systems or supplies. Due to safety and cost related issues the existing utilities will remain overhead and the joint utility poles that conflict with the proposed project will need to be relocated. Relocation of utility poles, where necessary, is a routine activity and not an environmental impact. Through standard coordination activities with SMUD, the contractor will relocate the utility poles without disrupting electrical service. The project has been designed to avoid all known existing natural gas, wastewater and water lines. There are no known septic tanks within the project area. Therefore, any project related impacts are considered less than significant.

Question E

The proposed project will upgrade the current inadequate stormwater drainage system on the site to adequately accommodate both current and projects needs. The project will construct new storm drainage facilities from 4th Avenue to just south of Q Street. From just north of 4th Avenue to the southern project limits, new drainage inlets will be installed on the east side of the street and will connect to the existing 12" storm drain which flows south. From just north of 4th Avenue to south of Q Street, the existing roadside ditch and existing 12" storm drain will be replaced with a new 30" storm drain, with drainage inlets on both sides of the street. The new storm drain will flow north and connect to the existing storm drain that runs west through the Jackson property. On 69th Street, the separate, existing, 12" storm drain will remain, and some of the existing drainage inlets will be relocated. See also Section 4 Water Resources. Due to the deficiencies of the existing storm water drainage system, impacts from project-related drainage improvements are considered to be less than significant.

Question F

The proposed project long-term impact on solid waste disposal will be less than significant as there are no features of the project that generate solid wastes.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The proposed project would result in less-than-significant impacts to utilities.

13. AESTHETICS, LIGHT AND GLARE

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<i>Would the proposal:</i>			
A) Affect a scenic vista or adopted view corridor?			X
B) Have a demonstrable negative aesthetic effect?			X
C) Create light or glare?			X

ENVIRONMENTAL SETTING

The existing setting reflects a combination of both manmade conditions, and natural conditions that have been significantly modified. Manmade conditions include the existing roadways (including US 50), rail lines, industrial, residential, and commercial development.

The natural conditions include vacant roadside lots and unpaved areas adjacent to Redding Avenue. Roadside drainage ditches extend through the project area. The 65th Street light rail station has been the subject of several studies directed at enhancing the quality of life in the area, while improving the regional connectivity to the 65th Street light rail station. The portion of Redding Avenue within the project area does not have bike lanes, curbs, gutters, separated sidewalks, cross-walks, landscaped areas or sufficient night time lighting. Overall, the manmade industrial/commercial conditions are predominant.

Standards of Significance

For purposes of this environmental document, an impact is considered significant if the proposed project would result in negative impacts to an aesthetically pleasing area, or create light, glare or shadows in an unpleasant manner.

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

The proposed project site consists of a roadway that is already in place and in use. The planned project is designed to improve the aesthetic quality of the project site by providing bike lanes, curbs and gutters, separated sidewalks, cross-walks, landscaped areas and ornamental lighting. Therefore, the project will serve to enhance streetscape aesthetics. Figures 5a and 5b illustrate the pre-and post-project conditions and enhanced streetscape setting. The project will not impact any scenic vistas.

Question C

The project is designed to make pedestrian and bicycle traffic improvements as well as aesthetic improvements to the existing roadway. The project will upgrade existing light fixtures and/or add new street lighting to help improve pedestrian safety. Standard practices, such as directing lighting fixtures downward with side reflectors to eliminate any spillover lighting, will be included in the project design and engineer's specifications. With these design standards in

place the light quantity and glare will not be greatly increased, therefore should have no significant impact.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The proposed project would result in less-than-significant impacts to aesthetics, light, or glare.