

PROPOSED PROJECT
No Scale



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

LSA

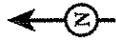


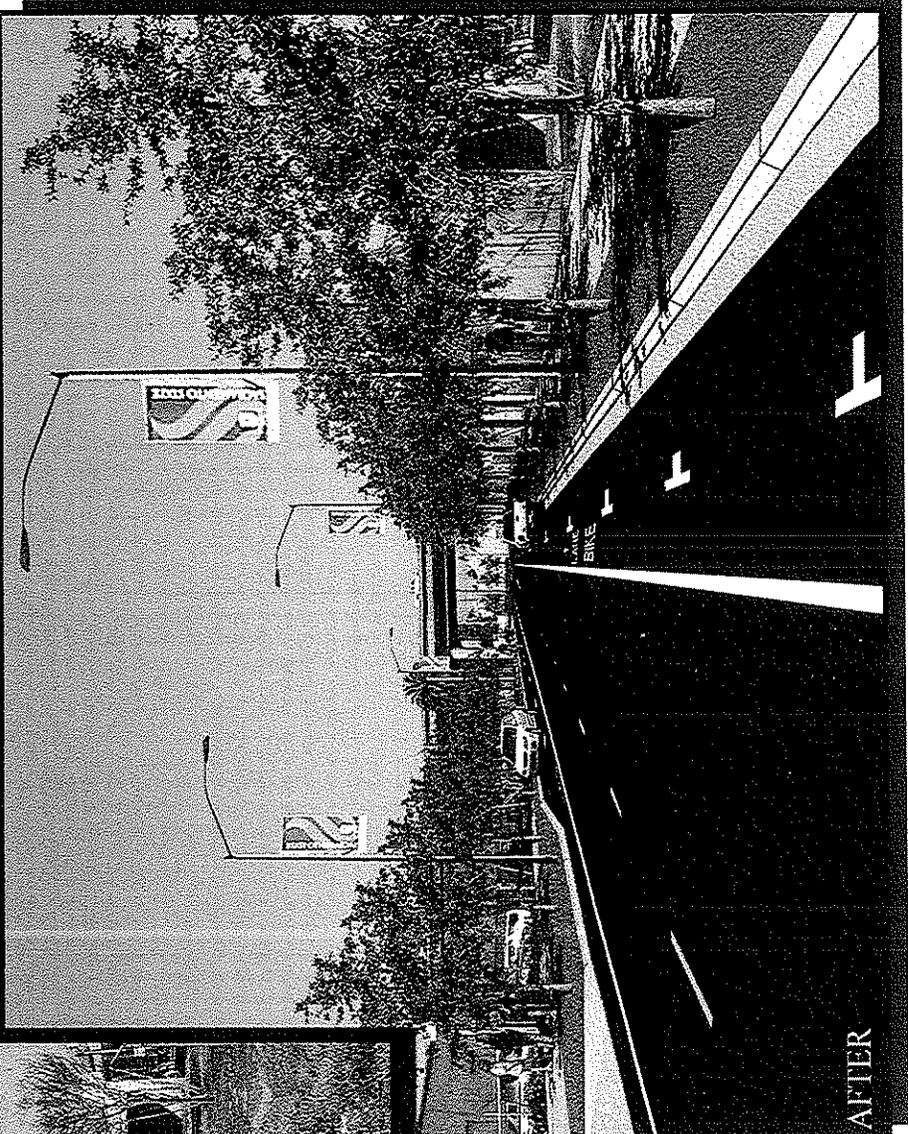
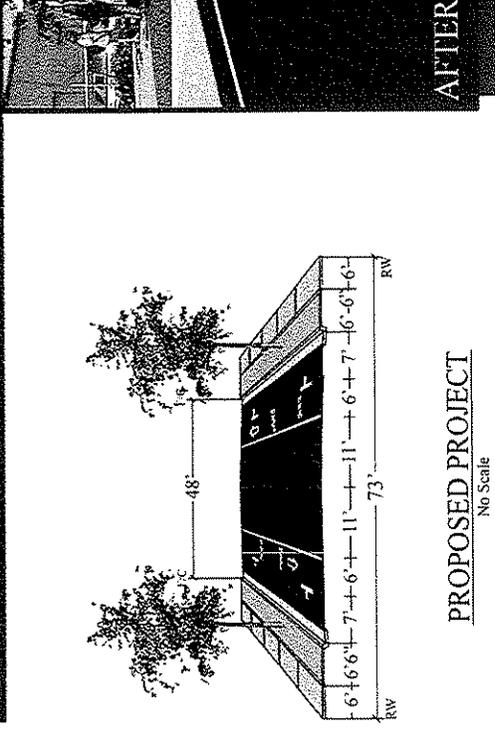
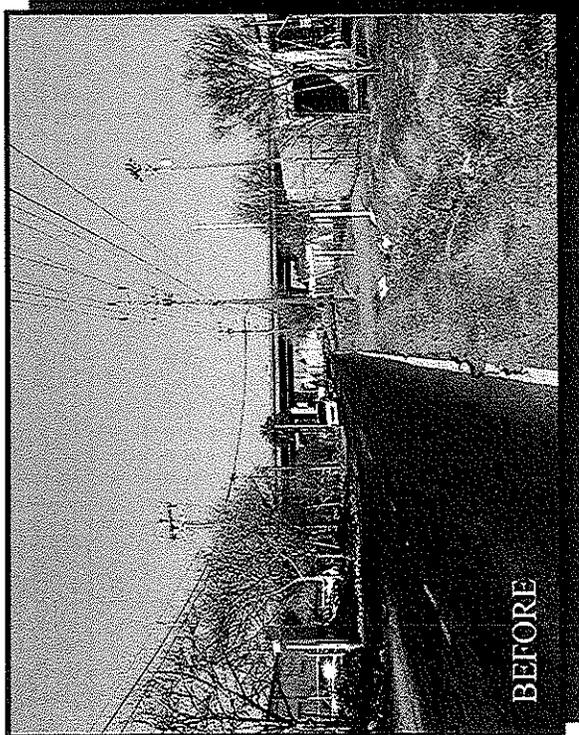
FIGURE 5A

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

SOURCE: MRO Engineering (2008)

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



LSA

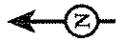


FIGURE 5 B

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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14. CULTURAL RESOURCES

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<i>Would the proposal:</i>			
A) Disturb paleontological resources?			X
B) Disturb archaeological resources?			X
C) Affect historical resources?			X
D) Have the potential to cause a physical change which would affect unique ethnic cultural values?			X
E) Restrict existing religious or sacred uses within the potential impact area?			X

A cultural resource assessment was prepared for Caltrans approval. The assessment included a Historic Property Survey Report and an Archaeological Survey Report. It is standard policy that these reports are confidential; however it will be available for review at the City of Sacramento with permission.

ENVIRONMENTAL SETTING

The City proposes bicycle and pedestrian improvements to Redding Avenue, from approximately 500 feet south of 4th Avenue north to Folsom Boulevard. The approximately 13-acre Area of Potential Effect (APE) is primarily an industrial area with commercial and residential uses also present.

The background research, consultation, and field survey identified one cultural resource, the historic alignment of CA-SAC-428-H/P-34-455 within the APE. A field survey identified CA-SAC-428-H/P-34-455 as no longer exhibiting its historical characteristics due to improvements to the rail line within the last 24 years for use by Sacramento's RT Light Rail.

Standards of Significance

Cultural resource impacts may be considered significant if the proposed project would result in one or more of the following:

- Cause a substantial change in the significance of a historical or archaeological resource as defined in CEQA Guidelines Section 15064.5 or
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

ANSWERS TO CHECKLIST QUESTIONS

Questions A, B and C

The historic alignment of CA-SAC-428-H/P-34-455, the Sacramento Valley Railroad (SVRR), was identified within the northern portion of the Area of Potential Effect (APE), where it crosses Redding Avenue. This portion of CA-SAC-428-H/P-34-455 appears to have been upgraded within the last 24 years for use by Sacramento's Regional Transit (RT) Light Rail. No historical elements of the Sacramento Valley Railroad were identified within the (APE) during the field survey. Although the historic alignment of SVRR is within the APE, the proposed project does not have the potential to affect the SVRR because the resource has been modernized and no longer retains any of its historical characteristics.

It is Caltrans' policy to avoid cultural resources whenever possible. The project will require trenching, grading, and paving which will disrupt the surface soils and potentially to depths of 3-5 feet (for storm drain improvements). Because the project area was found to have no existing cultural resources, no further investigations will be needed at the site(s) if there is no discovery of cultural material during construction. If buried cultural materials are encountered during construction, it is Caltrans' policy that work stop in the area until a qualified archaeologist can evaluate the nature and significance of the find. Additional survey will be required if the project changes to include areas not previously surveyed. Mitigation Measure CULT-1 will ensure that any impact the project may have on cultural resources will remain less than significant.

Questions D and E

There are no existing ethnic cultural values or religious or sacred uses known to be present on or associated with the proposed project site. Therefore, the proposed project's impacts to these resources would be less than significant.

MITIGATION MEASURES

CULT-1. In the event that any prehistoric subsurface archaeological features or deposits, including locally darkened soil "midden", that could conceal cultural deposits, animal bone, obsidian and/or mortars are discovered during construction-related earth-moving activities, all work within 100 feet of the resource shall be halted, and the city shall consult with a qualified archaeologist to assess the significance of the find. Archaeological test excavations shall be conducted by a qualified archaeologist to aid in determining the nature and integrity of the find. If the find is determined to be significant by the qualified archaeologist, representatives of the City and the qualified archaeologist shall coordinate to determine the appropriate course of action. All significant cultural materials recovered shall be subject to scientific analysis and professional museum curation. In addition, a report shall be prepared by the qualified archaeologist according to current professional standards.

If a Native American site is discovered, the evaluation process shall include consultation with the appropriate Native American Representatives. If Native American archaeological, ethnographic, or spiritual resources are involved, all identification and treatment shall be conducted by qualified archaeologists, who are certified by the Society of Professional Archaeologists (SOPA) and/or meet the federal standards as started in the Code of Federal Regulations (36 CFR 61), and Native American representatives, who are approved by the local Native American community as scholars of the cultural traditions. In the event that no such Native American representative is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. If historic archaeological sites are involved, all identified treatment is to be carried out by qualified

historical archaeologists, who shall meet either Register of Professional Archaeologists (RPA), or 36 CFR 61 requirements.

If human bone or none of unknown origin is found during construction, all work shall stop within 100 feet of the find, and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendant. The most likely descendant shall work with the contractor to develop a program for re-interment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have taken place.

FINDINGS

No further investigations will be needed at the site(s) if there is no discovery of cultural material during construction. If buried cultural materials are encountered during construction, implementation of mitigation measure CULT-1 will reduce potential impacts on cultural resources to less than significant. Additional survey will be required if the project changes to include areas not previously surveyed.

15. RECREATION

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<i>Would the proposal:</i>			
A) Increase the demand for neighborhood or regional parks or other recreational facilities?			X
B) Affect existing recreational opportunities?			X

ENVIRONMENTAL SETTING

The proposed project site is located in an urban/industrial area of Sacramento and is surrounded by residential, industrial, and commercial uses. Currently there are no bike/jogging trails, parks or recreational facilities located within the project area.

Standards of Significance

Impacts to recreational resources are considered significant if the proposed project would do either of the following:

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

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

The proposed project site will not impact recreational facilities in any way since it is already in place and in use. This project will provide bike lanes, curbs and gutters, separated sidewalks, cross-walks, landscaped areas and upgraded night time lighting making this area a safer more accessible area for pedestrians and passive recreation. The proposed project aims to enhance the quality of life in the area, while improving the connection to the 65th Street light rail station. As the City is actively working to implement smart growth principles, pedestrian and bicycle connections throughout this area and to the community wide network is vital. This project is considered a stepping stone to the City's vision of a safer and better connected pedestrian/recreational path system.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

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

16. MANDATORY FINDINGS OF SIGNIFICANCE

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
A. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X	
B. Does the project have the potential to achieve short-term, to the disadvantage of long-term environmental goals?			X
C. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			X
D. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? Disturb paleontological resources?			X

ANSWERS TO CHECKLIST QUESTIONS

Question A

With the implementation of the mentioned mitigation measures, the project would not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, or threaten to eliminate a plant or animal community. The mitigation measures provided will ensure that the project would not have a significant impact on rare or endangered wildlife species, or eliminate important examples of the major periods of California history or prehistory.

Question B

The project is designed as an improvement project and is not considered to be growth inducing. Additional vehicular traffic capacity is not a component of the project. This environmental review

process analyzed impacts the project would have on land use and planning, population and housing, geological resources, water, air quality, transportation/circulation, biological resources, energy, hazards, noise, public services, utilities, aesthetics, cultural resources, and recreation and found that any permanent impact that the project may create is mitigable on a project level, therefore decreasing any project impacts to a less than significant level. In combination with other projects both planned and constructed within the surrounding vicinity this project will not contribute to any cumulative impacts and will not create additional impacts over and above those previously evaluated and overridden in the Sacramento General Plan.

Question C

The project does not have impacts individually limited, but cumulatively considerable. Individual impacts will be mitigated to less-than-significant levels, resulting in no cumulative impacts for the project.

Question D

With implementation of the mitigation measures described in this document, the project would not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

	Land Use and Planning		Hazards
	Population and Housing		Noise
	Geological		Public Services
	Water		Utilities and Service Systems
	Air Quality		Aesthetics
	Transportation/Circulation		Cultural Resources
	Biological Resources		Recreation
	Energy and Mineral Resources		Mandatory Findings of Significance
X	None Identified		

SECTION V - DETERMINATION

On the basis of the initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the project-specific mitigation measures described in Section III have been added to the project. A NEGATIVE DECLARATION will be prepared.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Signature

Date

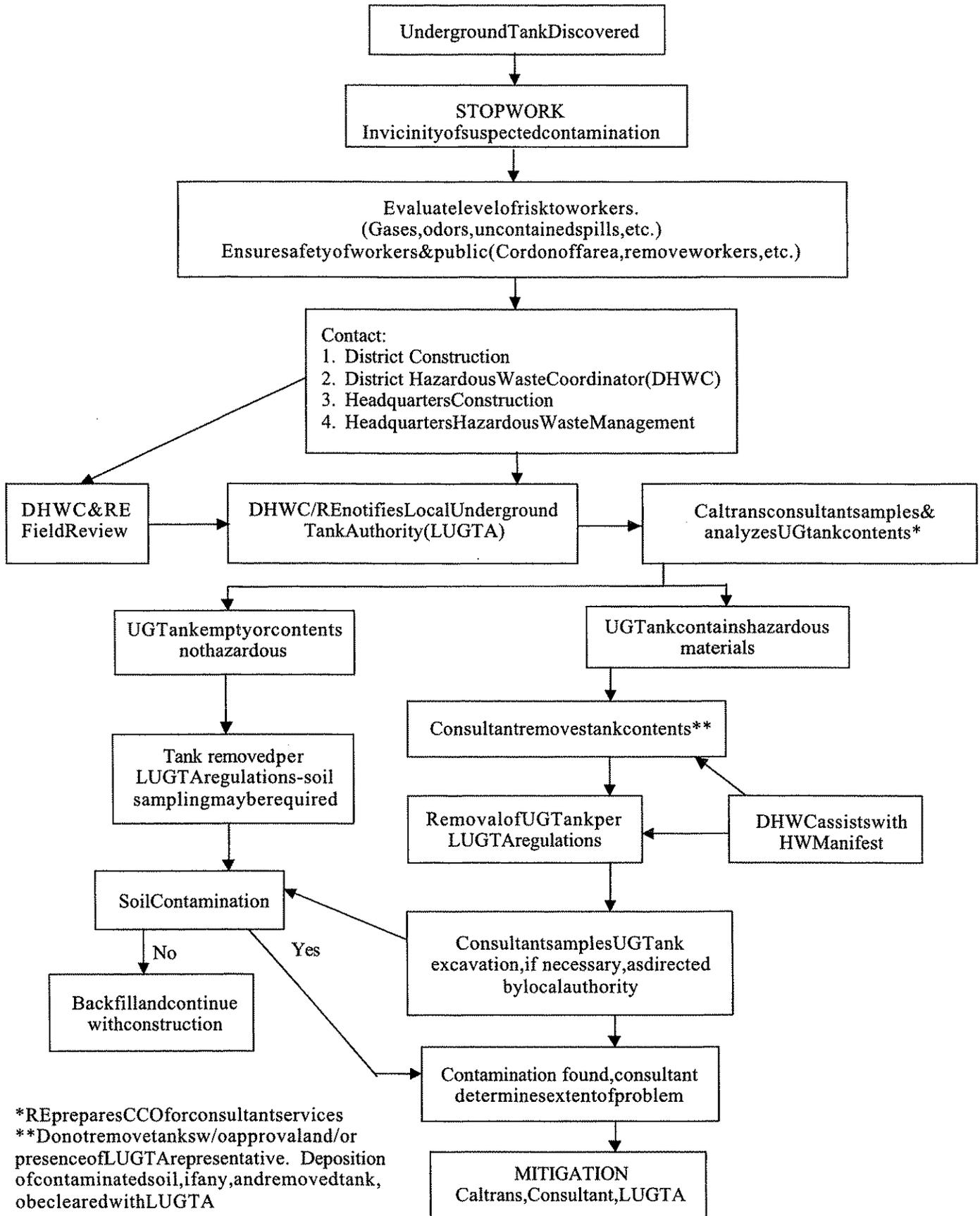
Printed Name

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- California Department of Transportation: Standard Environmental Reference; Volume 2: Cultural (2007).
- California Native Plant Society. 2005. 6th Inventory of Rare and Endangered Vascular Plants of California - Online Edition.
- City of Sacramento. 2005. Website: www.cityofsacramento.org
- Environmental Laboratory. 1987. Corps of Engineers wetlands delineation manual. Technical Report Y-97-1. U.S. Army Corps of Engineers Waterways Experiment Station. Vicksburg, MS.
- Hickman, James C, Ed. 1993. The Jepson Manual: Higher Plants of California. University of California Press.
- U.S. Fish and Wildlife Service. 2005. Online Threatened and Endangered Species Lists. Sacramento Fish and Wildlife Office.
- City of Sacramento General Plan, City of Sacramento, adopted January 19, 1988, as updated through September 2000.
- Neighborhood Preservation Transportation Plan (NPTP), approved January 29, 2008.
- Railyards Specific Plan, Draft Environmental Impact Report, August 2007.

APPENDIX A
CALTRANS' CONSTRUCTION HAZARDOUS WASTE CONTINGENCY
PLAN

HAZARDOUS WASTE CONTINGENCY PLAN FOR CONSTRUCTION



*RE prepares CCO for consultant services
 **Do not remove tanks w/o approval and/or presence of LUGTA representative. Deposition of contaminated soil, if any, and removed tank, ob cleared with LUGTA

APPENDIX B

NATURAL ENVIRONMENT STUDY MINIMAL IMPACT