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(1929 - 2002)

June 11, 2008

VIA E-MAIL & USPS

oavalos@cityofsacramento.org

Ms. Ofelia Avalos
Department of Transportation
915 I Street, Room 2000
Sacramento, CA 95814

Re: *Dorris Lumber & Moulding*
Our File No.: 1023-001

Dear Ms. Avalos:

This firm represents Dorris Lumber & Moulding Company and we have been asked by our client to comment on the initial study/mitigated negative declaration for the City of Sacramento Redding Avenue Bicycle and Pedestrian Improvements Project (CIP#TW81). These comments are as follows:

1. Speed Limit on Redding Avenue. We strongly recommend that the speed limit on Redding Avenue should be 25 miles per hour, not 35 miles per hour as is presently proposed. This is for two reasons: first, the purpose of this project is to provide excellent bicycle and pedestrian access for residents in the area. This primary purpose will be interfered with if the speed limit for cars is set too high. Secondly, we have significant truck traffic to our site which fast-moving cars will interfere with. Our client feels very, very strongly about the need for a low speed limit on Redding Avenue and welcomes an opportunity to discuss this with you and seek your support.
2. Project Description, Page 3. Redding Avenue is proposed to be widened to provide 11' wide travel lanes, 6' wide bicycle lanes, 7' wide parking lanes where necessary, curb and gutter, 6' wide landscape planter and 6' wide separated sidewalks

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DIEPENBROCK HARRISON

Ms. Ofelia Avalos
Department of Transportation
June 11, 2008
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on both sides of the street. We want to be sure that the land for these improvements will come equally from both sides of the street. In other words, one half of the described improvements will be on the west side of Redding Avenue and the other half on the east side. Our concern is that a disproportionate share of land needed for these improvements may come from the Dorris property. Please advise.

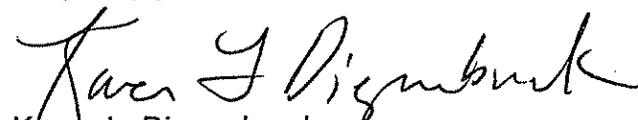
3. Drainage. Dorris wants to confirm that the project will provide new drainage as the existing drainage ditch along Redding Avenue will be occupied by the new improvements. Again, please advise.

4. Fire Lanes. There are presently two (2) gravel driveway entrances from the Dorris property onto Redding Avenue which provide Fire Department access. We need to be sure that these fire access points will be maintained, but we do not see any fire access points in the plans. This is a critical point for Dorris which, of course, operates a lumber mill at this location and must be assured that fire access is maintained to the same level as it presently exists. Please let us know how fire department access for Dorris will be handled.

5. Large Truck Access. Dorris needs to confirm how large trucks will access its property after the improvements are completed. We are not sure of how this access will be handled at this time and would appreciate your confirming how access will work when the improvements are complete. Please keep in mind the size of the trucks which regularly access the Dorris property and our need for easy access for them.

Thank you very much for all your assistance. We look forward to hearing from you.

Very truly yours,



Karen L. Diepenbrock

KLD/III

Enclosure

cc: Joshua Tyler
Jennifer Hageman



DEPARTMENT OF
TRANSPORTATION

ENGINEERING SERVICES DIVISION

CITY OF SACRAMENTO
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June 17, 2008

Ms. Karen L. Diepenbrock
400 Capitol Mall
Sacramento, California. 95814

SUBJECT: Responses to Comment Letter on the Initial Study/Mitigated Negative Declaration for the Redding Avenue Bicycle and Pedestrian Improvements Project (PN: TW81/T15065800)

Dear Ms. Diepenbrock,

Thank you for taking the time to submit your comments on behalf of Dorris Lumber & Moulding. Following are the City's responses:

1. Speed Limit on Redding Avenue

The proposed speed limit on Redding Avenue is 30 mph and not 35 mph. This recommendation is intended to maintain the currently posted speed limit, and is made in accordance with the requirements of California Manual on Uniform Traffic Control Devices.

2. Project Description, Page 3

The project take areas are approximately equal on both sides.

3. Drainage

Yes. This project will provide a new drainage system and remove the existing roadside drainage ditch.

4. Fire Lanes

Yes, the two gravel (fire access) entrances to the Dorris Lumber property will be maintained with the proposed improvements. One driveway is located at station 102+04.41 just south of 4th Avenue (Driveway B on the plans), and one is located north of 4th Avenue at station 105+72.36 (Driveway E on the plans). The only driveway on Dorris' site that will not be maintained with the improvements is the access point just north of the office buildings. That driveway will be moved further to the north under the highway and will be the primary access for Dorris' large trucks. (Additionally, vehicles will be able to park directly in front of those office buildings in the new on-street parallel parking spaces.)

5. Large Truck Access

Accommodation of truck traffic has been a major consideration during the preliminary design process. The City desires that all truck traffic make turning movements throughout the corridor (both at intersections

roadway curves) without crossing over the painted centerline. Currently, the existing roadway does not accommodate trucks in this manner. To safely handle the many trucks which use this corridor, the corridor was designed to accommodate the following truck sizes:

Southern Project Limits to the Highway 50 Undercrossing

- The City would like to designate 4th Avenue as the primary access route for large trucks between Redding Avenue (south of the Highway 50 undercrossing) and 65th Street. Therefore, this portion of the project, including both corners of the 4th Avenue/Redding Avenue intersection, was designed to accommodate a WB65 design vehicle.

Highway 50 Undercrossing to Q Street

- The City of Sacramento would like to post signs to prohibit truck traffic larger than a WB40 on this roadway segment. Of course, the proposed restrictions to truck traffic between the highway undercrossing and Q Street will need to be discussed with all of the affected property owners and businesses in the area. The businesses that are located south of Highway 50 will need to be informed that they can no longer allow large truck traffic to travel north on Redding Avenue (beyond the highway undercrossing); rather, the preferred truck route is 4th Avenue.
- In light of the potential restriction of large trucks on this segment of roadway, this section was designed to accommodate a WB40 truck (a 33-foot trailer). Please note, although the geometrics for a WB40 vehicle are less than that required to accommodate a WB65 vehicle (as is being done south of Highway 50), accommodating a WB40 truck will be an improvement from current conditions (where it is virtually impossible for any large truck to safely traverse this section of the roadway while staying within its own lane).
- At the southerly curve, the roadway design was constrained on the south side of the street by the fill slope for Highway 50. The City and Caltrans desires that, if a retaining wall is required to retain this slope, it is no higher than three feet above ground. Given these constraints, it was not possible to provide a design through this roadway section that accommodates anything larger than a WB40 truck.

Sincerely,



Ofelia Avalos

Project Manager, City of Sacramento

c: Jennifer Hageman
City Of Sacramento, Development Services Department

From: Jennifer Hageman
To: Diepenbrock, Karen L.
CC: Avalos, Ofelia; Mayer, Bill
Date: 6/17/2008 11:35 AM
Subject: RE: Dorris Lumber & Moulding

Karen,

I reviewed your letter and it does not appear that your raised questions relate to the environmental review, with the possible exception of No. 2.

The following topics relate to the topics as they appeared in your letter:

1. Speed limit - not an environmental issue as it does not result in changes in the amount of traffic nor change circulation patterns.
2. See Figure 3, Appendix B of the IS/MND for the Biological Study Area. In addition, the Historic Property Survey Report for the Redding Avenue Bicycle and Pedestrian Improvements Project (Page 2), states that the APE "is intended to encompass the maximum limit of any potential physical disturbance that may result from the construction activities associated with the proposed undertaking". Figures 4A through 4C are reductions of the project plans that show the project improvements and are the plans on which the environmental analyses were based.

If the response to your letter results in the need for right of way not addressed in the environmental documents, additional environmental review might be necessary if new resources could be affected.
3. See Page 18 of the IS/MND for a description of the proposed drainage facilities. The environmental review addressed the proposed drainage facilities.
4. See Page 25, Question C of the IS/MND for information about the fire lanes. The IS/MND assumed that emergency access would not be permanently affected. A traffic control plan would be required during construction, in part, to ensure that emergency access is maintained (see Mitigation Measure TC-1 on Page 24).
5. Large Truck Access - this is a design issue rather than an environmental issue.

Please let me know if you have any questions.

Jennifer Hageman
Senior Planner
City of Sacramento
Environmental Services Division

ADDRESS CHANGE:
Environmental Planning Services has a new address effective March 3, 2008

City of Sacramento
Development Services Department
300 Richards Boulevard
Sacramento, CA 95811

Phone number will NOT change:

(916) 808-5538

>>> "Karen L. Diepenbrock" <kdiepenbrock@diepenbrock.com> 06/17/2008 10:08 AM >>>
Jennifer,

I am glad the letter ended up in your hands. I would really prefer to meet and go over any issues. I had to get the letter in by the deadline, but if time had allowed, I would have preferred to meet and

see if there really are any issues.

Just let me know.

Best, Karen

-----Original Message-----

From: Jennifer Hageman [<mailto:JHageman@cityofsacramento.org>]

Sent: Tuesday, June 17, 2008 9:52 AM

To: Karen L. Diepenbrock

Cc: Ofelia Avalos

Subject: Re: Dorris Lumber & Moulding

Karen,

Ofelia sent the letter to me. She and I discussed your letter yesterday. We are going to send you a written response and forward your letter and the response to the City Council.

Jennifer Hageman
Senior Planner
City of Sacramento
Environmental Services Division

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>>> "Karen L. Diepenbrock" <kdiepenbrock@diepenbrock.com> 06/17/2008 9:46 AM >>>
Jennifer,

I just realized that I was supposed to send my comment letter to you and not to Ofelia Avalos. I sent you a cc so assume you received the letter.

Sorry for this, Jennifer.

Best, Karen

Karen L. Diepenbrock