

## **RESOLUTION NO. 2008-457**

Adopted by the Sacramento City Council

June 24, 2008

### **THE REDDING AVENUE BICYCLE AND PEDESTRIAN IMPROVEMENTS PROJECT (TW81/T15065800)**

#### **BACKGROUND**

- A. On June 26, 2007, the City entered into an agreement with MRO Engineers, Inc. to perform community outreach, preliminary engineering, environmental document preparation, permit processing, right-of-way engineering and the preparation of final Plans, Specifications and Estimate (PS&E) that includes civil, electrical and landscape design for the Redding Avenue Bicycle and Pedestrian Improvements Project.
- B. This project proposes to reconstruct the road and construct frontage improvements along Redding Avenue between 4th Avenue and Q Street intersections. The proposed improvements include: bike lanes, curb & gutter, landscaped planters, separated sidewalks, and decorative lighting. The construction of these improvements will include impacts to private property, Caltrans right-of-way, Regional Transit at-grade crossing, and an existing drainage ditch. This project is consistent with the City of Sacramento General Plan and the 2010 City/County Bikeway Master Plan.
- C. Adoption of the mitigated negative declaration is required in order to comply with the California Environmental Quality Act and will allow staff to move forward with completion of the design.
- D. Federal funding for this project has been provided from Sacramento Area Council of Governments (SACOG) Community Design Program funds with the remaining funding provided by Sacramento Housing and Redevelopment Agency (SHRA) Tax Increment funds.

#### **BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:**

- Section 1. The preliminary design plan for the project is approved.
- Section 2. The Mitigated Negative Declaration for the Redding Avenue Bicycle and Pedestrian Improvements Project (TW81/T15065800) is adopted.
- Section 3. The budget of (TW81/T15065800) is increased by transferring \$50,000 from TX01/T1507200.

**Table of Contents:**

Exhibit A: Map of Redding Avenue Bicycle and Pedestrian Improvements Project  
(TW81, T15065800) – 1 page

Exhibit B: Mitigation Negative Declaration

Exhibit C: Comment Letter and City Responses

Adopted by the City of Sacramento City Council on June 24, 2008 by the following vote:

Ayes: Councilmembers Cohn, Fong, Hammond, McCarty, Pannell, Sheedy,  
Waters, and Mayor Fargo.

Noes: None.

Abstain: None.

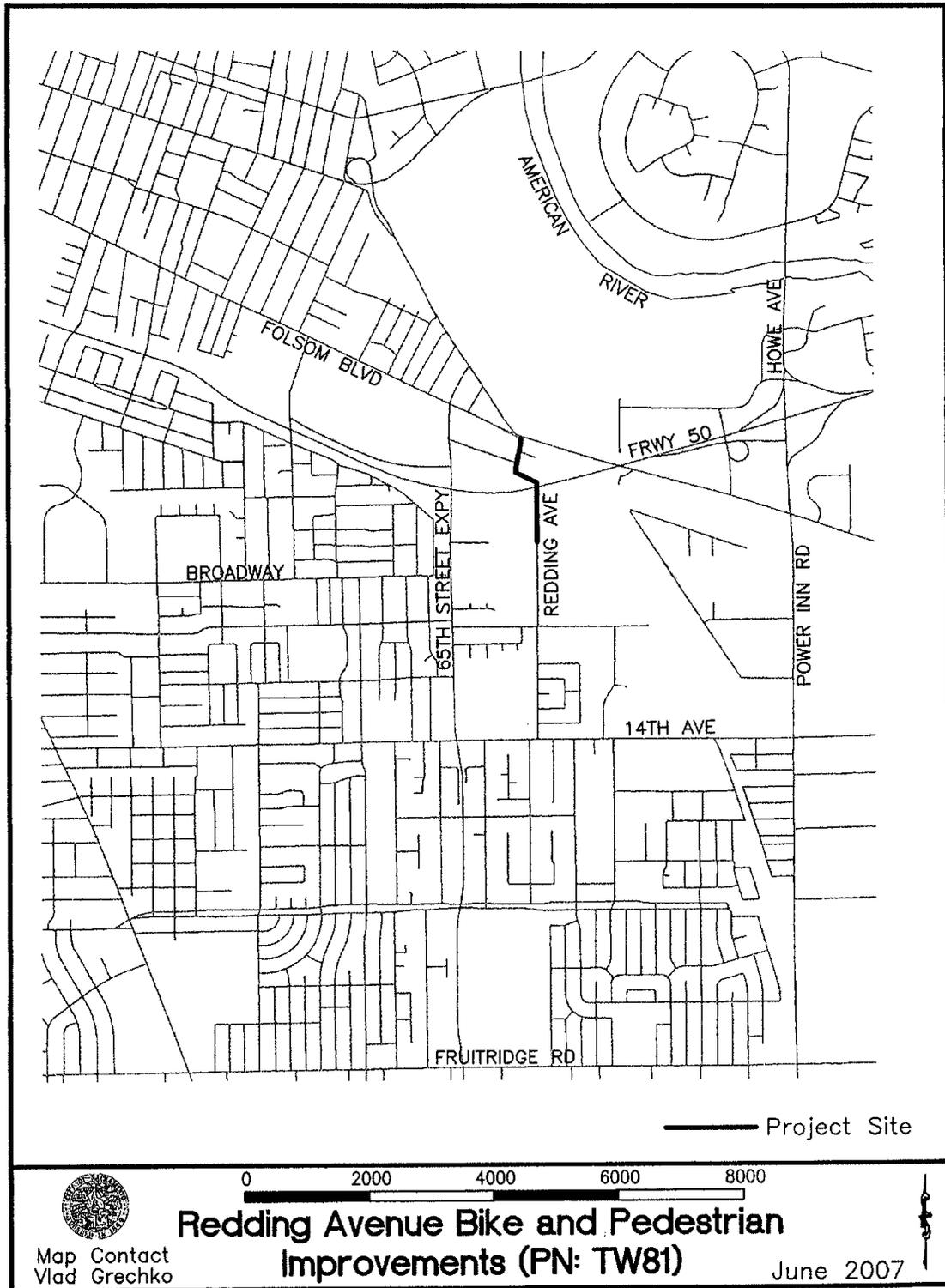
Absent: Councilmember Tretheway.

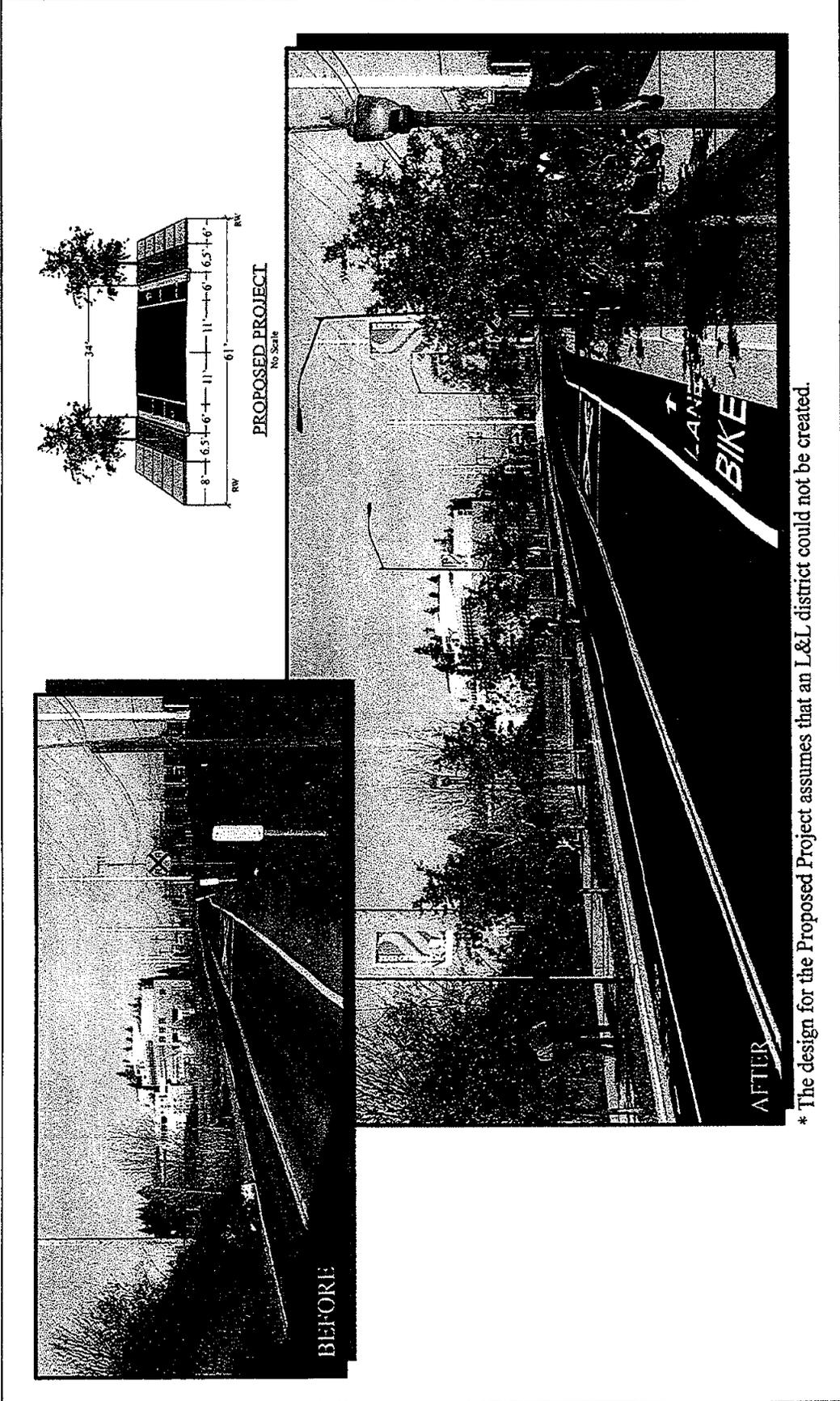
  
\_\_\_\_\_  
Mayor Heather Fargo

Attest:

  
\_\_\_\_\_  
Shirley Concolino, City Clerk

# EXHIBIT A





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

LSA

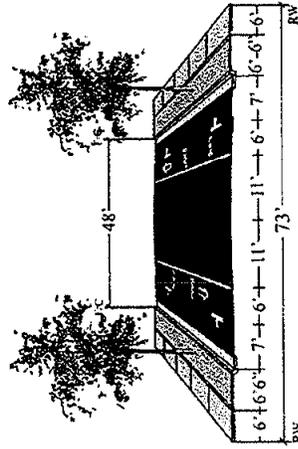
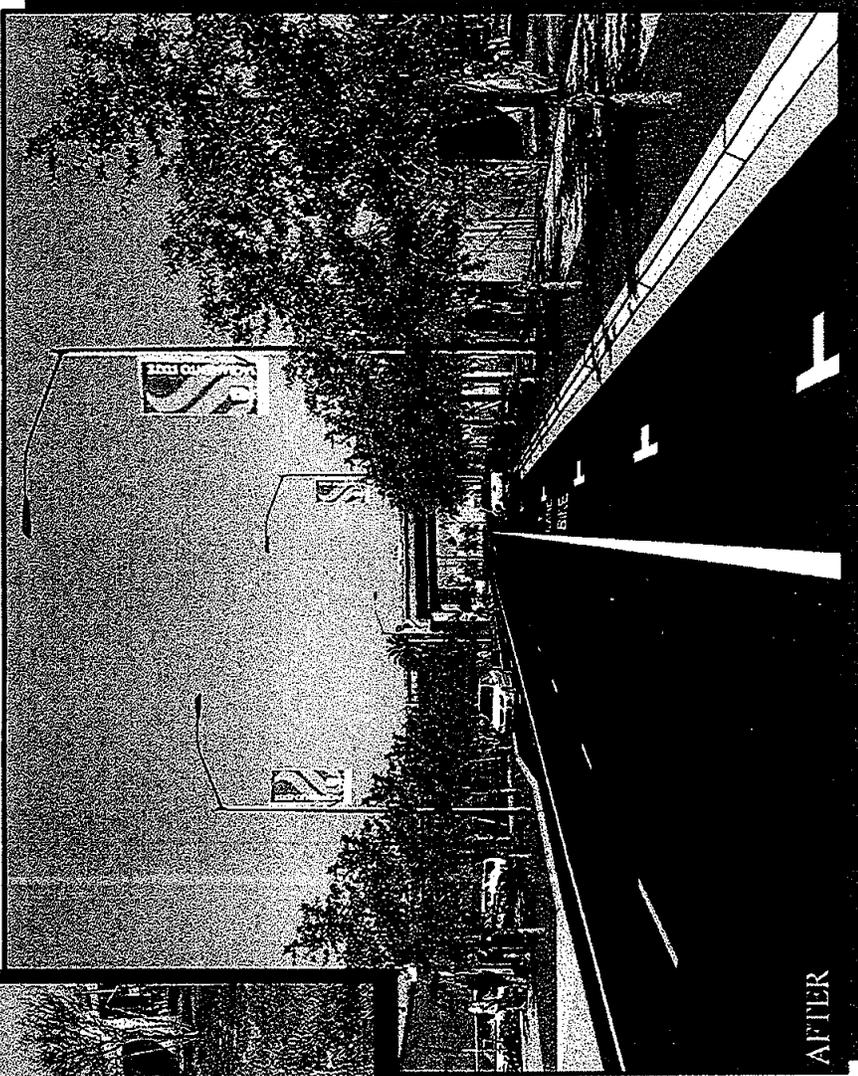
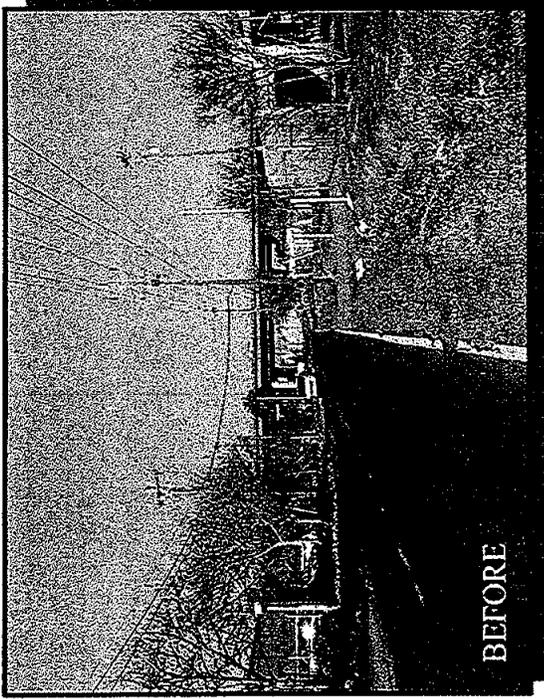
FIGURE 5A

*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.



AFTER

BEFORE

PROPOSED PROJECT

No Scale

LSA

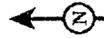


FIGURE 5B

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 stated 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.

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Signature

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Date

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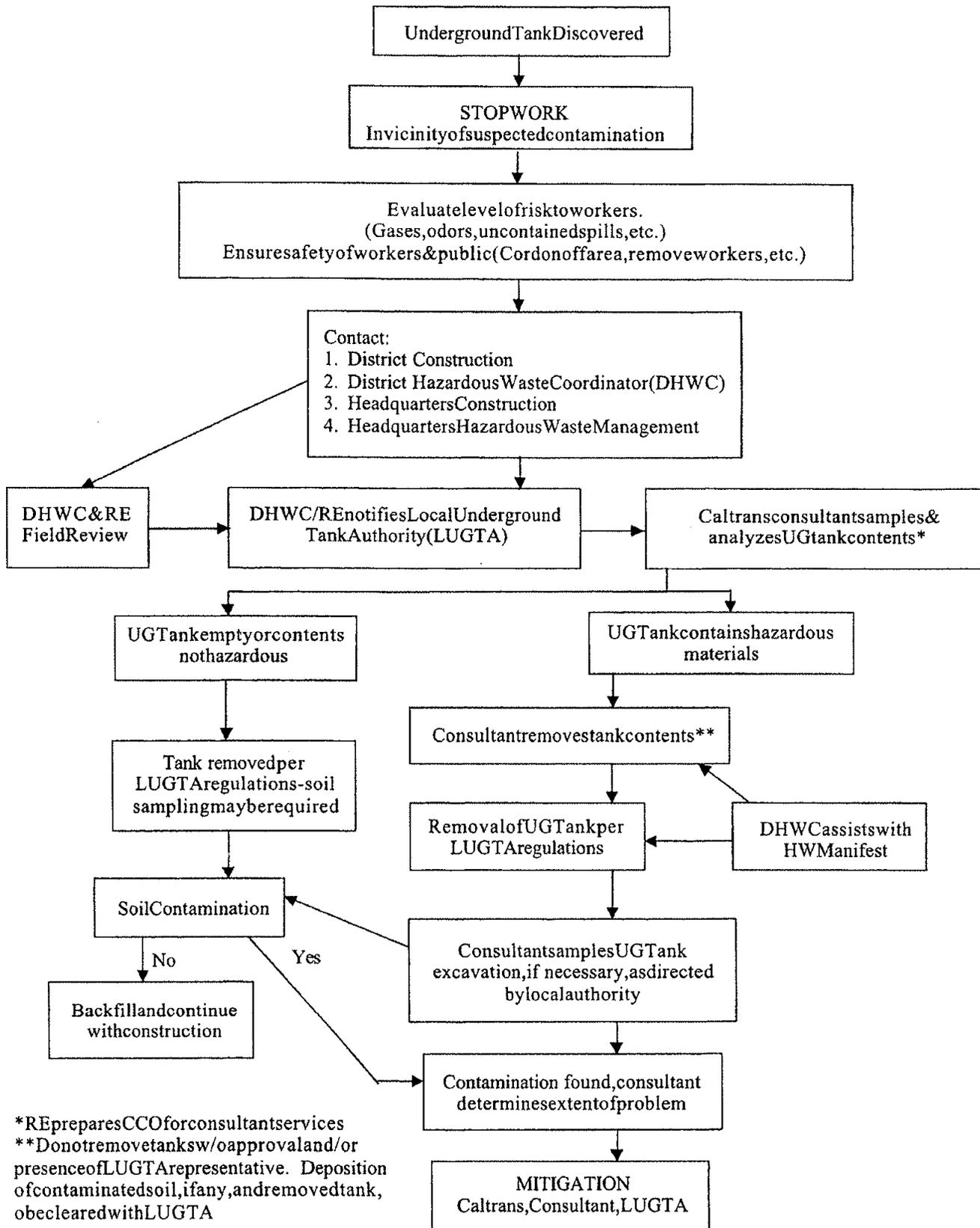
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- U.S. Fish and Wildlife Service. 2005. Online Threatened and Endangered Species Lists. Sacramento Fish and Wildlife Office.
- City of Sacramento General Plan, City of Sacramento, adopted January 19, 1988, as updated through September 2000.
- Neighborhood 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**

**Redding Avenue/69th Street Bicycle  
and Pedestrian Improvements Project**      *NES (MI)*

**Natural Environment Study**

**(Minimal Impacts)**

Sacramento County, California

03-Sac-0-Redding Avenue

Federal Project No. CML-5002 (117)

**January 2008**

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# 1. Summary

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The City of Sacramento (City) proposes to construct improvements along Redding Avenue and 69th Street in the City of Sacramento for enhanced bicycle and pedestrian facilities. The proposed improvements include bike lanes, curb and gutter, separated sidewalks, decorative lighting, and landscaped planters.

Construction is scheduled to begin in May 2010 and will be completed in November 2010.

The Biological Study Area (BSA) is predominantly developed with scattered areas of disturbed/ruderal vegetation. No natural plant communities occur in the BSA.

The BSA includes a total of 0.089 acre of potential jurisdictional waters located in a roadside ditch, and consisting of both wetland and nonwetland waters. The proposed project will result in permanent impacts to 0.042 acre of wetlands and 0.047 acre of nonwetland waters. No temporary impacts are anticipated.

The project could affect special status (and other) bird species that may nest in the BSA. The project will not affect any other special status wildlife species or any special status plant species.

Avoidance and mitigation measures include preconstruction surveys for burrowing owls and (other) nesting birds.

# 2. Introduction

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The City proposes to construct roadway improvements along Redding Avenue and 69th Street in Sacramento. Redding Avenue is in an industrial area located close to California State University, Sacramento (CSUS) and the 65th Street light rail station. The project is located within the City of Sacramento's 65th Street Area Plan. The City's Area Plan envisions the project area evolving from an industrial use area to a mixed-use, transit-oriented region with student housing. This proposed redevelopment is likely to increase pedestrian traffic in the project corridor. Redding Avenue and 69th Street will provide an important bicycle and pedestrian link between new residential areas, the light rail station, and Sacramento State University.

The City will serve as Lead Agency under the California Environmental Quality Act in conjunction with Caltrans and FHWA. FHWA will be the lead agency under the National Environmental Policy Act.

### **2.1. Project Location**

The project is in southeast Sacramento directly south of the intersection of Elvas Avenue and Folsom Boulevard, and north of San Joaquin Street. The project area begins on Redding Avenue, approximately 0.3 mile south of Interstate 50, and extends north to Q Street. At Q Street, the project transitions onto 69th Street for a distance of 650 feet ultimately ending at Folsom Boulevard. (Figures 1 and 2).

### **2.2. Project Description**

The proposed project will enhance 0.45 miles of the Redding Avenue Corridor for pedestrian and bicycle use and improve air quality. The Redding Avenue project will provide a regional bicycle connection from the south area of Sacramento to the 65th Street light rail station, CSUS, and the American River Bike Trail. The improved corridor will also provide for pedestrian traffic between new residential areas south of Interstate 50 and the light rail station, and CSUS. The project will construct improvements on both Redding Avenue and 69th Street (see Design Plans in Appendix A).

Currently, Redding Avenue is a narrow, two-lane roadway with shoulders of varying width and a roadside ditch along the east side of the street. The proposed project will widen the roadway to provide 11-foot wide travel lanes, six-foot wide bicycle lanes, seven-foot wide parking lanes (where necessary), vertical curb and gutter, a 6.5-foot wide landscape planter, and six foot wide separated sidewalks.

The project will also upgrade the existing storm drainage facilities and replace the existing roadside ditch with underground storm drain facilities. The overhead utilities may be relocated to underground utilities and coordinated with the roadway improvements. Existing municipal water, sewer, and gas facilities in the project limits will be modified if necessary.

Additional right of way will be needed to accommodate the proposed improvements. Staging and equipment storage will be accomplished using existing paved areas in the project limits.

Construction is scheduled to begin in May 2010 and be completed November 2010. It is estimated project construction will take about six months.

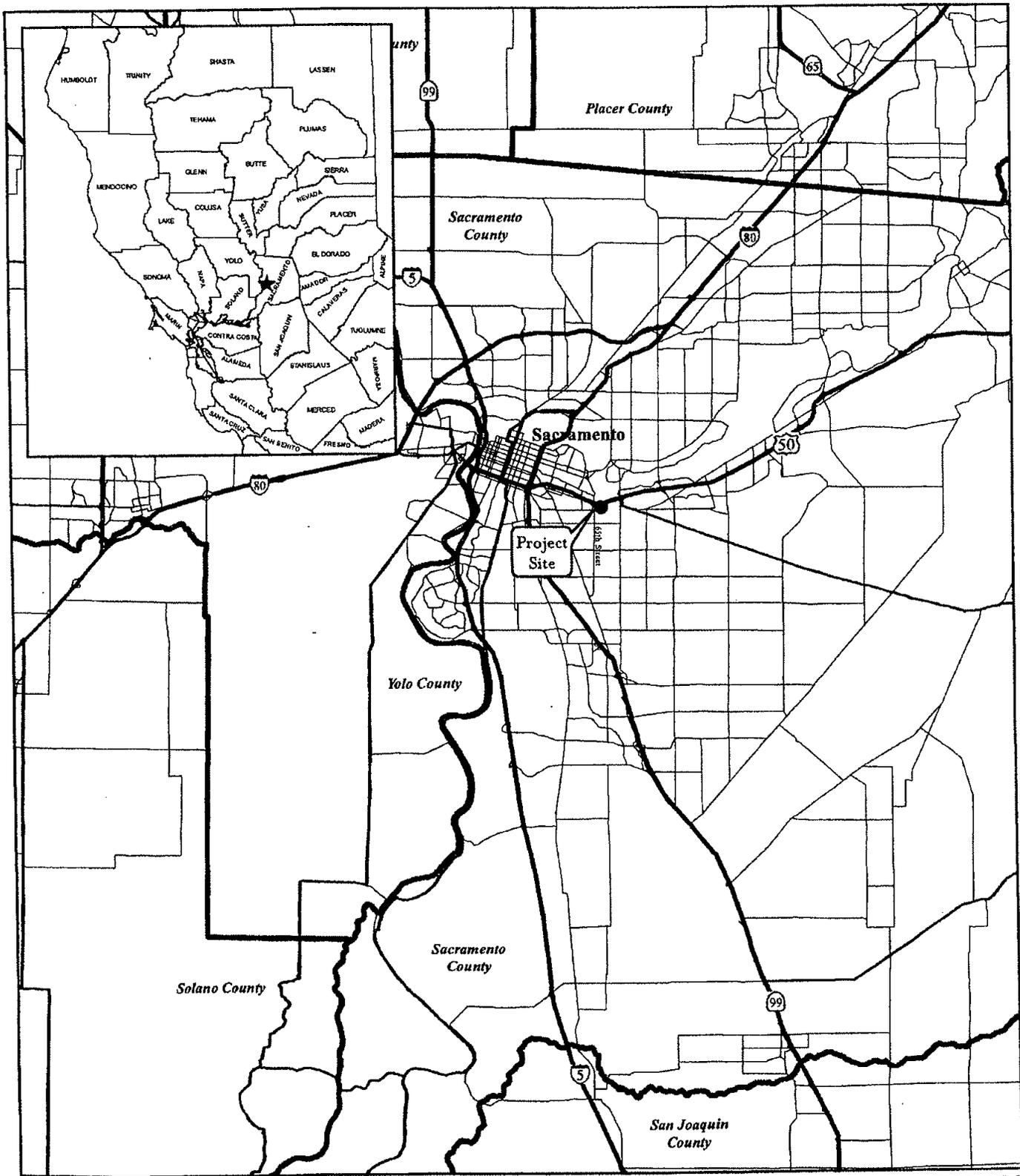
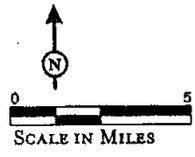


FIGURE 1

LSA



Redding Avenue Bikeway  
Project Location

SOURCE: US CENSUS BUREAU TIGER 2K (2002)  
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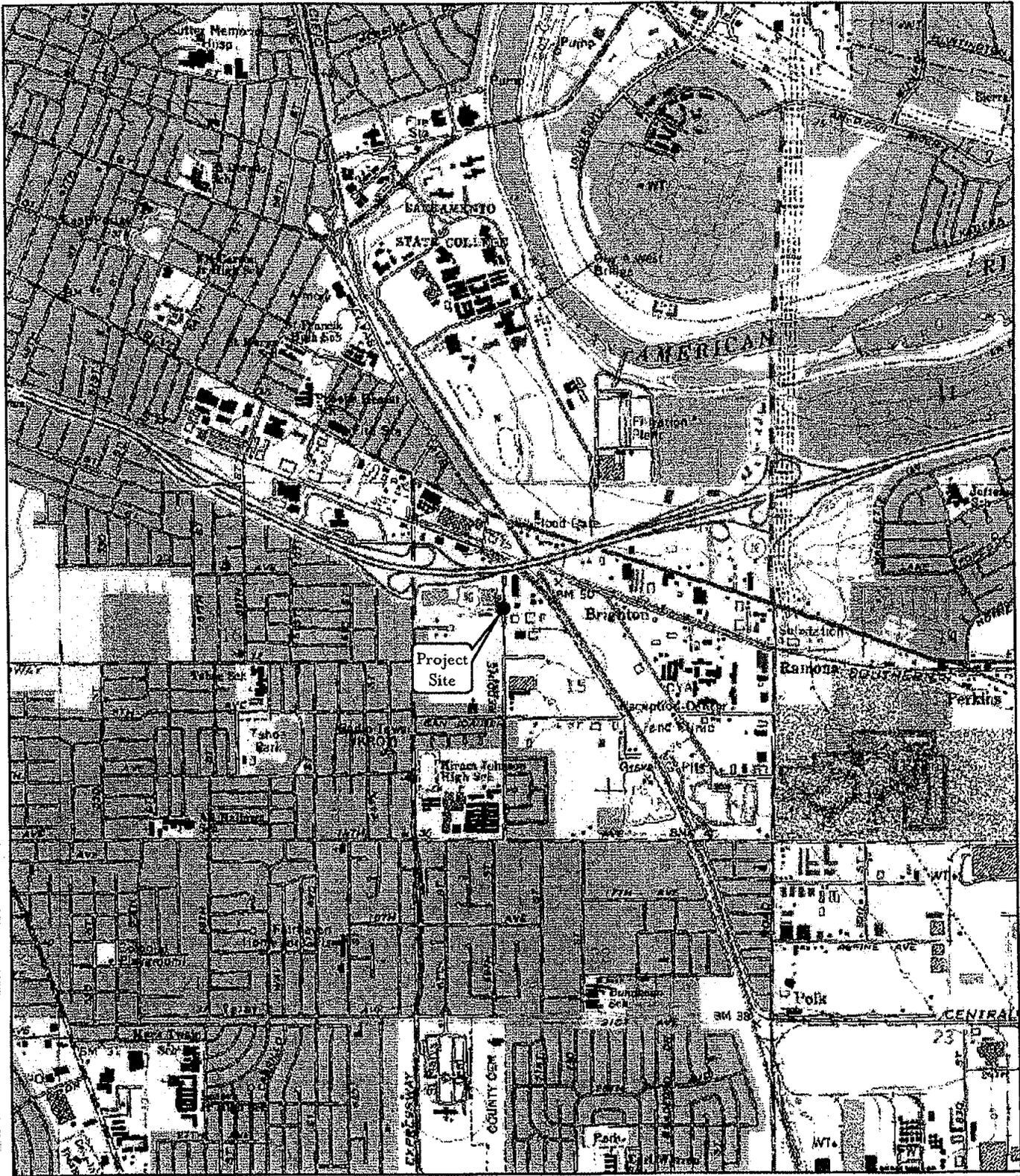
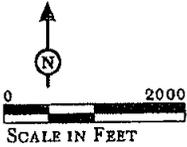


FIGURE 2

LSA



Redding Avenue Bikeway  
Project Vicinity

SOURCE: USGS QUADRANGLE (SACRAMENTO EAST) (1988)  
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### 3. Study Methods

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Prior to conducting any field studies, the limits of the Biological Study Area (BSA) were established, as shown in Figure 3. 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.

A list of sensitive wildlife and plant species potentially occurring within the project area was compiled to evaluate potential impacts resulting from project construction. Sources used to compile the list include the California Natural Diversity Data Base (CNDDB 2007), the California Native Plant Society (CNPS) Online Edition (2007), and the U.S. Fish and Wildlife Service (USFWS) online list (2007). Due to the developed nature of the BSA, only one quadrangle, Sacramento East, was referenced to complete the species lists. The individual lists are included in Appendix B. The special status species lists obtained from the CNDDB, CNPS, and USFWS, were reviewed to determine which species could potentially occur on the project site. Those species that could potentially occur on the project site are discussed in greater detail in Section 4.2.

LSA biologist Mike Trueblood surveyed the BSA on December 4, 2007.

Vegetation in the BSA was characterized in accordance with *A Manual of California Vegetation* Sawyer and Keeler-Wolf, 1995, as appropriate. The descriptions of plant communities are modified to be consistent with the plant species composition observed during the survey. The names of the plant species are consistent with Hickman (1993). A comprehensive list of plant species observed is included in Appendix C.

Potential waters of the U.S. in the BSA were delineated in accordance with the Corps of Engineers Wetland Delineation Manual (1987), Arid West Region Interim Regional Supplement (2006). Wetland data sheets are included in Appendix D.

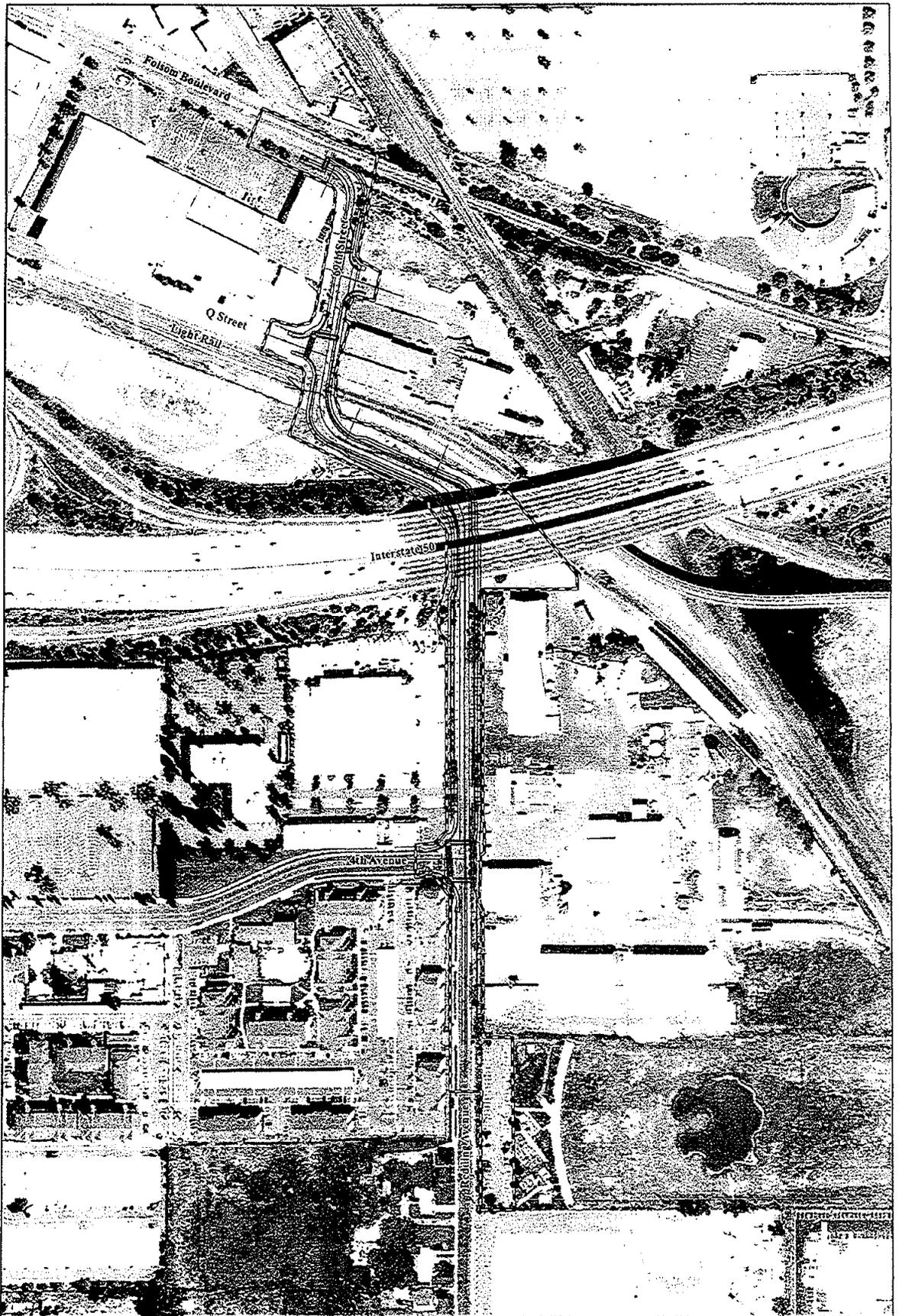
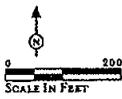


FIGURE 3

LSA



Legend

-  Biological Study Area
-  Proposed Project

SOURCE: BASEMAP - AIRPHOTO USA (5/2006); MAPPING - LSA ASSOCIATES, INC. (2007)  
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## 4. Environmental Setting

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The project is located in an urban section of the City 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.

Land use in the project vicinity is primarily residential, characterized by older established neighborhoods with tree lined streets and parks. Business and industry areas however also occur. The project area is in an industrial area that includes Interstate 50, railroad lines and businesses. Three apartment complexes are located on Redding Avenue; however the majority of residences occur to the south and north of the project corridor.

### 4.1. Description of the Existing Biological and Physical Conditions

The area within the BSA is developed and highly disturbed due to its proximity to Interstate 50, high traffic streets such as Folsom Boulevard, light rail lines, and businesses. 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.

### 4.2. Regional Species and Habitats of Concern

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 identified in Appendix C 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*).

**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 known 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 (Figure 4). 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.

**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 the Interstate 50 bridge structure at Redding Avenue.

**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, the lack of suitable habitat, 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.

#### **4.3. Vegetation**

Disturbed/ruderal vegetation is the only plant community in the BSA (Figure 4). 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.

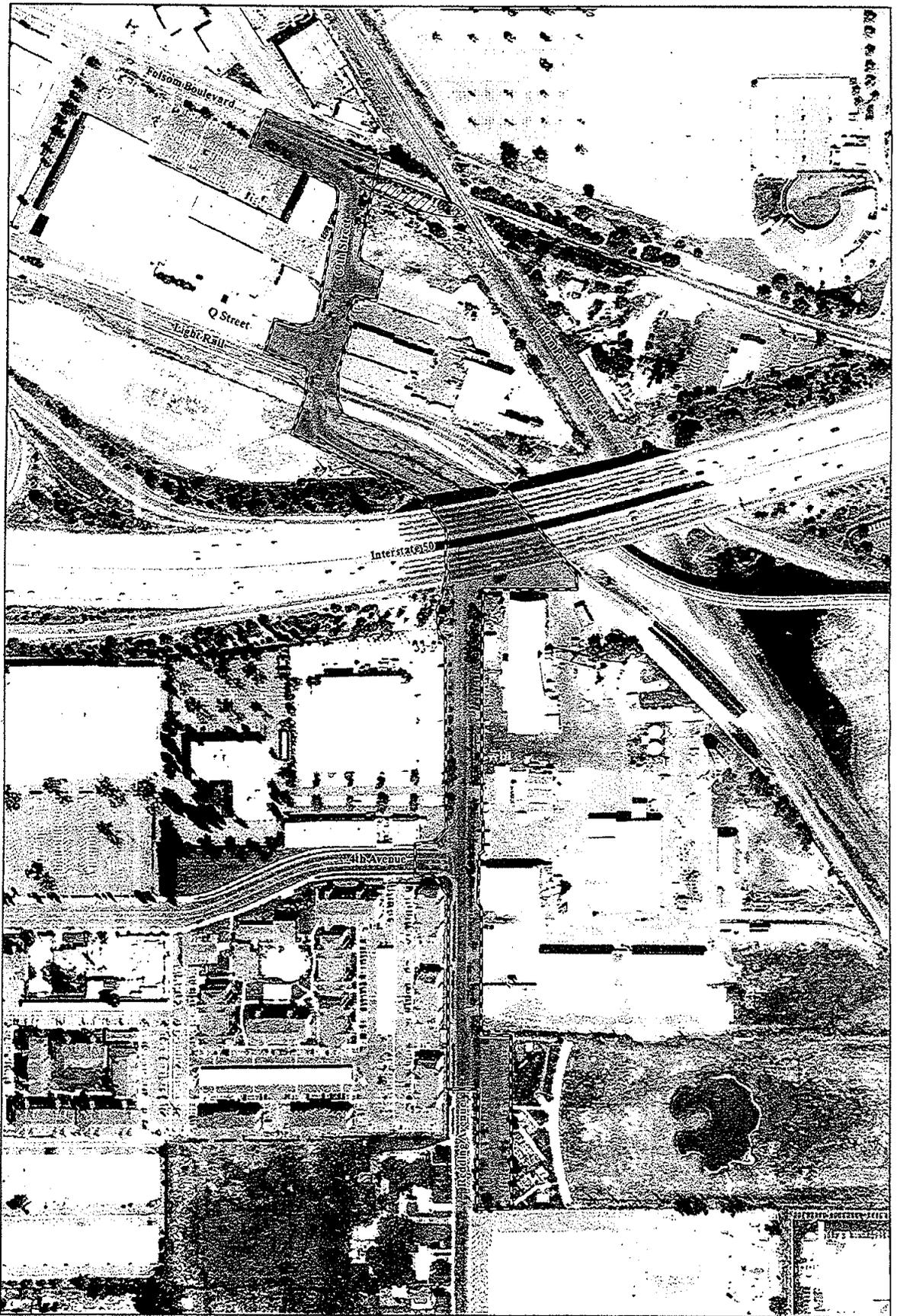
Developed areas consist of all human-made structures including roads (paved and unpaved), road shoulders, parking lots, buildings and railroad rights of way. Within the BSA, developed areas comprise 5.62 acres and are primarily associated with existing paved roads.

#### **4.4. 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*).

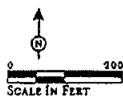
#### **4.5. Jurisdictional Waters**

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.



LSA

FIGURE 4



Legend

-  Biological Study Area Plant Communities/Land Uses (6.76 ac)
-  Burrow Locations
-  Disturbed/Ruderal (1.14 ac)
-  Developed (5.62 ac)

SOURCE: BASEMAP - AIRPHOTO USA (5/2005); MAPPING - LSA ASSOCIATES, INC. (2007)  
 F:\Map0702\gulfign-plnt\_comm.mxd (1/2/08)

Redding Avenue Bikeway  
 Plant Communities/Land Uses

Potential jurisdictional waters in the BSA consist of the roadside ditch along the east shoulder of Redding Avenue<sup>1</sup>. 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 I-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 0.42 acre, supports obligate and facultative hydrophytes including water plantain, and nutgrass. Indicators for wetland soils and hydrology were also observed. Consequently, this section of the ditch was determined to meet USACE criteria for wetlands (see Figure 5 and data sheets in Appendix E). The remainder of the ditch, totaling 0.49 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.

Pursuant to Sections 1600-1616 of the State Fish and Game Code (CDFG), the roadside ditch is not likely to be a regulated since it is not a lake or streambed.

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<sup>1</sup> The extent of jurisdictional waters in the BSA, as discussed in this document, should be considered preliminary until verified by the USACE or RWQCB.

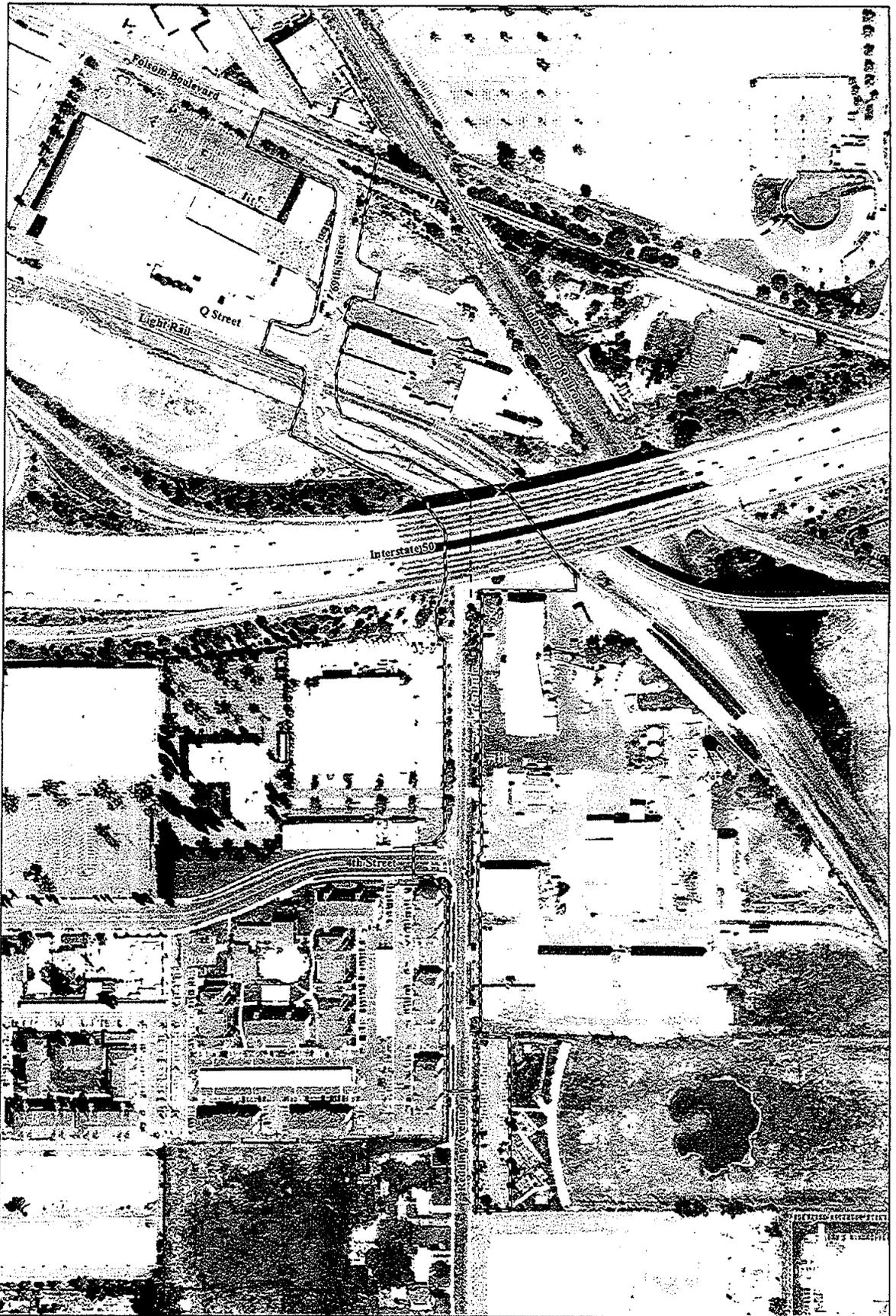
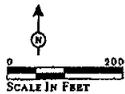


FIGURE 5

LSA



Legend

-  Biological Study Area
-  Potential Jurisdictional Waters (0.089 ac)
-  Nonwetland Waters (0.047 ac)
-  Wetlands (0.042 ac)
-  Culvert

SOURCE: BASEMAP - AIRPHOTO USA (5/2006); MAPPING - LSA ASSOCIATES, INC. (2007)  
 E:\M00702\g1e\Fig5-wat\_fest.mxd (1/3/08)

Redding Avenue Bikeway  
 Potential Jurisdictional Waters

## 5. Project Impacts

---

The proposed project could potentially affect special status (and other) birds nesting in the landscaped trees in the BSA and in the highway overpass 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 Section 6.

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 Section 6.

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 will result in permanent impacts to 0.089 acre of potential jurisdictional waters during construction of the roadway improvements, as shown on Table 1. 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.

**Table 1: 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

The project will also result in 0.79 acre of permanent impacts to the disturbed/ruderal plant community. Due to the low value of this community, no mitigation is proposed.

## 6. Avoidance and Minimization Measures

---

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

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.

- 2) Because burrowing owls are known to occur in the vicinity of the BSA, a preconstruction survey for burrowing owls shall be conducted in accordance with CDFG's Staff Report on Burrowing Owls (CDFG, 1995).

If the preconstruction surveys identify burrowing owls nesting on the site during the breeding season (February 1 through August 31), the nest shall be designated as an ESA and a 250-foot buffer shall be established on the project site around the occupied burrow and delineated using orange construction fence or equivalent. The buffer shall be maintained in place until the end of the breeding season or until a qualified biologist determines through non-invasive methods that 1) the birds have not begun egg laying, or 2) juveniles from the occupied burrows are foraging independently and are capable of independent survival. Once the fledglings are capable of independent survival, the burrow(s) can be destroyed.

If the preconstruction surveys identify burrowing owls on the site during the non-breeding season (September 1 through January 31), burrowing owls occupying the project site shall be evicted from the project site by passive relocation as described in the CDFG's Staff Report on Burrowing Owls (CDFG 1995).

- 3) Prior to issuance of a grading permit or other authorization to proceed with project construction, the project proponent shall obtain any necessary permits (e.g., from the RWQCB).

## 7. Permits Required

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The project will result in a permanent discharge of fill into 0.089 acre of potential jurisdictional waters in the roadside ditch. It is not expected that USACE or CDFG will take jurisdiction over the ditch. However, authorization from RWQCB pursuant to PCWQCA will likely be required. It is expected the RWQCB will issue Waste Discharge Requirements to authorize discharges into waters of the State.

## 8. References

---

- California Department of Fish and Game. 2007. Rarefind 2 personal computer program. Sacramento, CA.
- California Department of Fish and Game. 1995. Staff Report on Burrowing Owls. Sacramento, CA.
- California Native Plant Society. 2007. 6th Inventory of Rare and Endangered Vascular Plants of California - Online Edition.
- 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.
- Sawyer, John O., and Todd Keeler-Wolf. 1995. A Manual of California Vegetation. California Native Plant Society. Sacramento, CA
- U.S. Fish and Wildlife Service. 2007. Online Threatened and Endangered Species Lists. Sacramento Fish and Wildlife Office.

## 9. Appendix

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Appendix A – Design Plans

Appendix B – CNDDDB, CNPS and USFWS Lists

Appendix C – List of Species Observed

Appendix D – Wetland Data Forms

# Appendix A Design Plans

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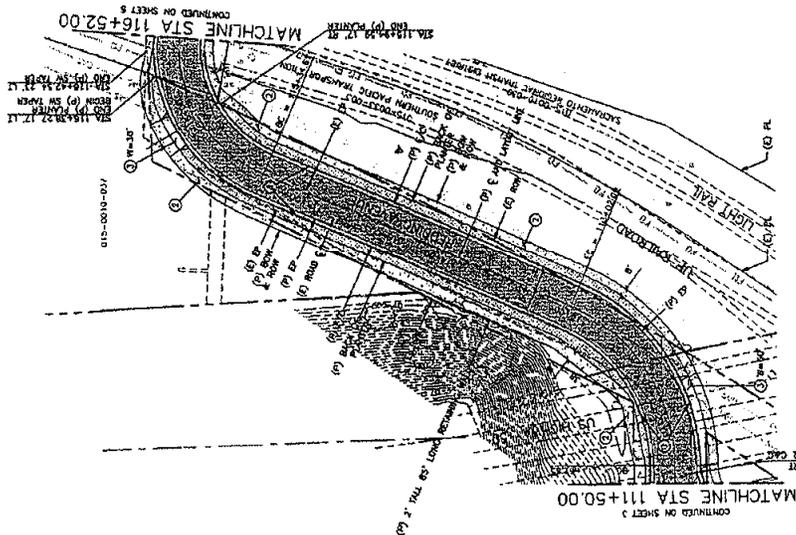






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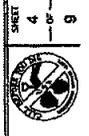
NOT FOR CONSTRUCTION  
 ANY CHANGES, ETC. ARE THE SOLE RESPONSIBILITY OF THE CLIENT. THE CITY OF SACRAMENTO AND ITS OFFICERS AND AGENTS SHALL NOT BE RESPONSIBLE FOR ANY ERRORS OR OMISSIONS OR FOR THE CONSEQUENCES OF THE USE OF THIS PLAN.



- CONSTRUCTION NOTES:**
- 1. CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, LATEST EDITION.
  - 2. CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY STANDARD SPECIFICATIONS FOR WATER MAINS, LATEST EDITION.
  - 3. CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY STANDARD SPECIFICATIONS FOR SEWER MAINS, LATEST EDITION.

## EXISTING UTILITY LEGEND

- TELEPHONE
- SEWER
- WATER
- STORM
- GAS
- FO



**REDDING AVENUE/69TH STREET  
 CONSTRUCTION PLAN**  
 STA 111+50.00 TO STA 116+52.00

**MRO ENGINEERS, INC.**  
 2200 Plaza Drive  
 Redding, CA 96001  
 Tel: (530) 243-2000  
 Fax: (530) 243-2000  
 www.mroeng.com

**CITY OF SACRAMENTO**  
 DEPARTMENT OF TRANSPORTATION

PROJECT NO. \_\_\_\_\_  
 SCALE: \_\_\_\_\_  
 SHEET NO. \_\_\_\_\_

BENCH MARK: \_\_\_\_\_  
 ELEVATION: \_\_\_\_\_  
 SOURCE: \_\_\_\_\_

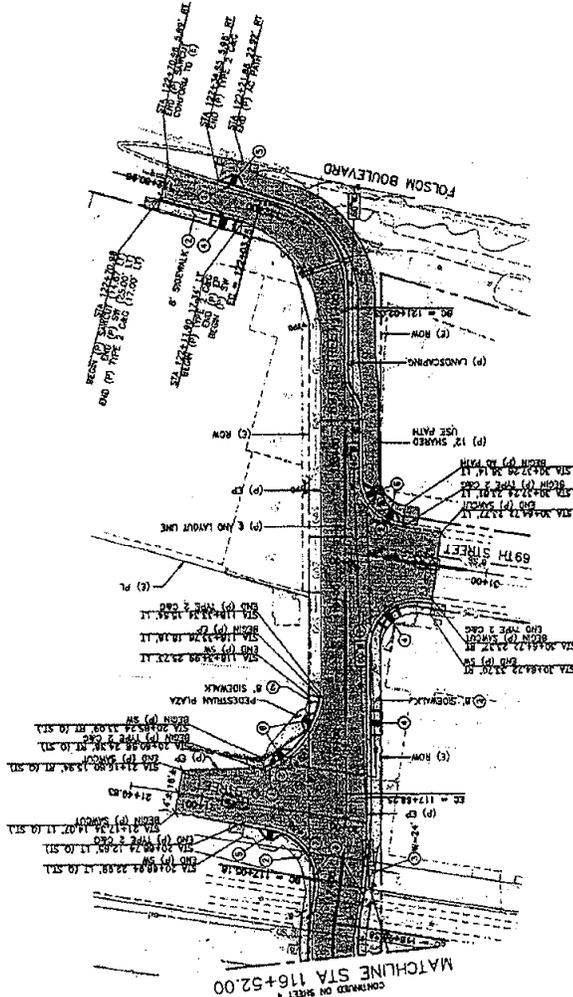
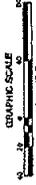
NO.	REVISIONS	DATE	BY

DESIGNED BY: \_\_\_\_\_  
 CHECKED BY: \_\_\_\_\_  
 DATE: \_\_\_\_\_

PROJECT NO. \_\_\_\_\_  
 SHEET NO. \_\_\_\_\_

# 30% SUBMITTAL DRAFT

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 OR WORK OFFICER OF RECORD SHALL NOT BE  
 CONSIDERED VALID UNLESS THE DIMENSIONS  
 OF ELECTRICAL CODES OF THIS PLAN SHEET.



**EXISTING UTILITY LEGEND**

TELEPHONE  
 WATER  
 SEWER  
 STORAGE  
 GAS  
 F.O.

- CONSTRUCTION NOTES:**
1. CONSTRUCT CURB & GUTTER TYPE 2 PER CITY STD. DATE 7-1-11.
  2. CONSTRUCT SIDEWALK.
  3. CONSTRUCT 1'-0" RAMP PER CITY.
  4. CONSTRUCT SINGLE PAH CURB RAMP PER CITY STD. DATE 7-1-11.
  5. CONSTRUCT SINGLE PAH CURB RAMP PER CITY STD. DATE 7-1-11.
  6. RAMP PER CITY STD. DATE 7-1-11.
  7. ALL CORNER IRON ARE MEASURED AT THE FACE OF CURB.



**HEDDING AVENUE/69TH STREET  
 CONSTRUCTION PLAN  
 STA 116+52.00 TO STA 122+80.98**



**CITY OF SACRAMENTO  
 DEPARTMENT OF TRANSPORTATION**

DESIGN BY: J. JENNIFER  
 CHECKED BY: J. JENNIFER  
 DATE: JANUARY 31, 2008  
 R.C.E.

FIELD BOOK  
 437

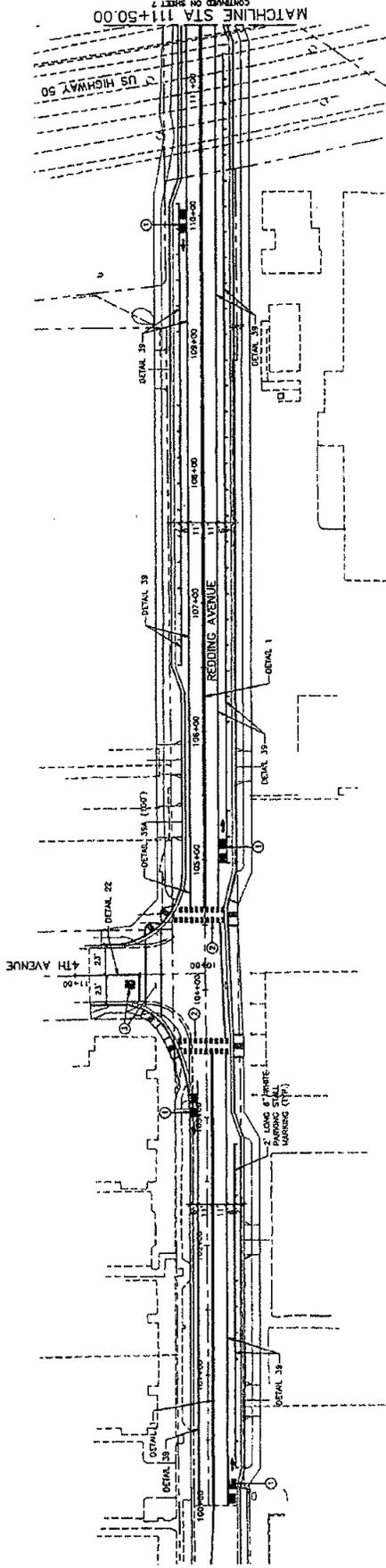
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NO.	REVISIONS	DATE	BY	DESCRIPTION

SCALE  
 HORIZ. 1" = 40'  
 VERT. 1" = 10'

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- CONSTRUCTION NOTES:**
- ① TREE LANE - PROVIDE WORKING AND TRAFFIC SIGNAGE
  - ② TREE VISIBILITY TRIPLE FOUR CROSSWALK
  - ③ STOP SIGN AND CROSSWALK FOR CITY STATIONED ONE MIL 1-1180

NO.	REVISIONS	DATE	BY

BENCH MARK	ELEV.	BLK.

FIELD BOOK	SCALE

CITY OF SACRAMENTO  
 DEPARTMENT OF TRANSPORTATION

DESIGNED BY: J. J. GOSWAMI  
 CHECKED BY: J. J. GOSWAMI  
 DATE: JANUARY 21, 2008  
 R.C.E.

MRO ENGINEERS, INC.  
 2202 Main Drive  
 Sacramento, CA 95811  
 Phone: (916) 743-1234  
 Fax: (916) 743-6000  
 www.mroengineers.com

REDDING AVENUE/69TH STREET  
 SIGNING AND STRIPING PLAN  
 STA 100+00.00 TO STA 111+50.00

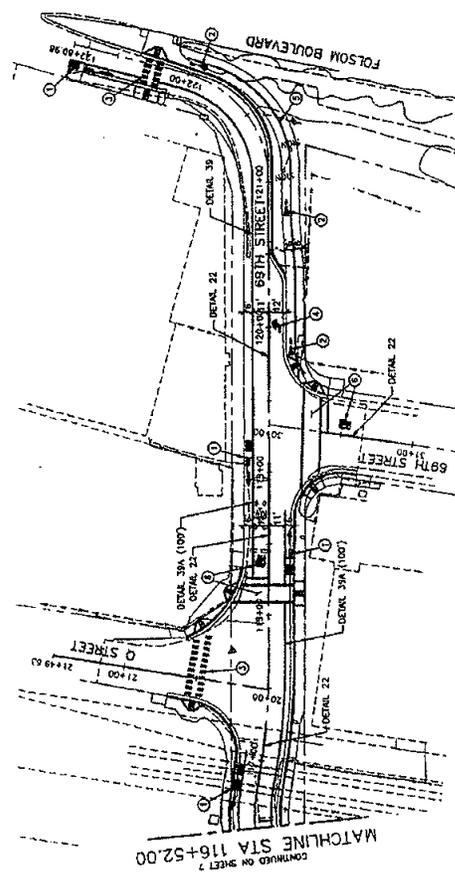
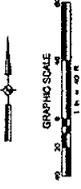
SHEET 6 OF 9





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- CONSTRUCTION NOTES:**
1. "WIDE LAKE" PAVEMENT MARKING AND ARROW
  2. BICYCLE PAVEMENT MARKING AND CROSSWALK
  3. HIGH VISIBILITY TRIPLE FOUR TYPE IV ARROW
  4. 4" SOLID YELLOW STRIPE
  5. "STOP" LEGEND AND CROSSWALK FOR CITY STANDARD PHE. NO. T-160



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www.mroengineers.com

**CITY OF SACRAMENTO  
DEPARTMENT OF TRANSPORTATION**

DESIGN BY: J. OLSEN  
DATE: JANUARY 21, 2008  
P.C.E.

DESIGN BY: J. OLSEN  
DATE: \_\_\_\_\_  
P.C.E.

SCALE  
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VERT. 1"=40'

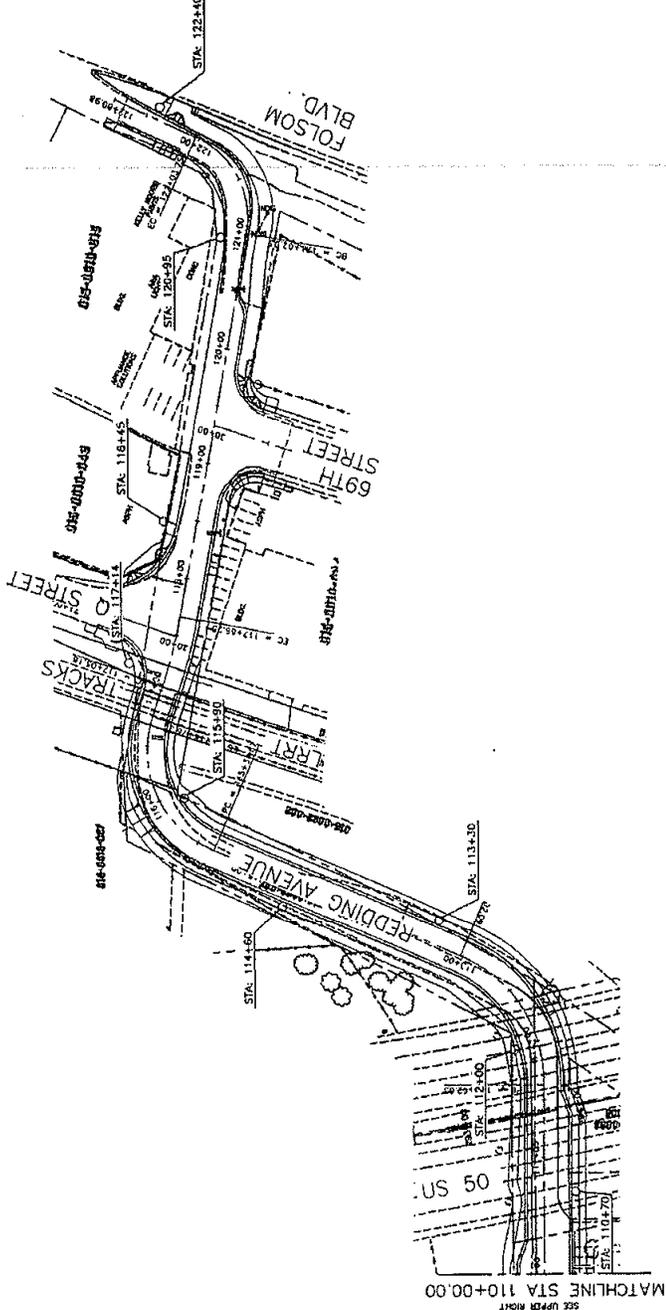
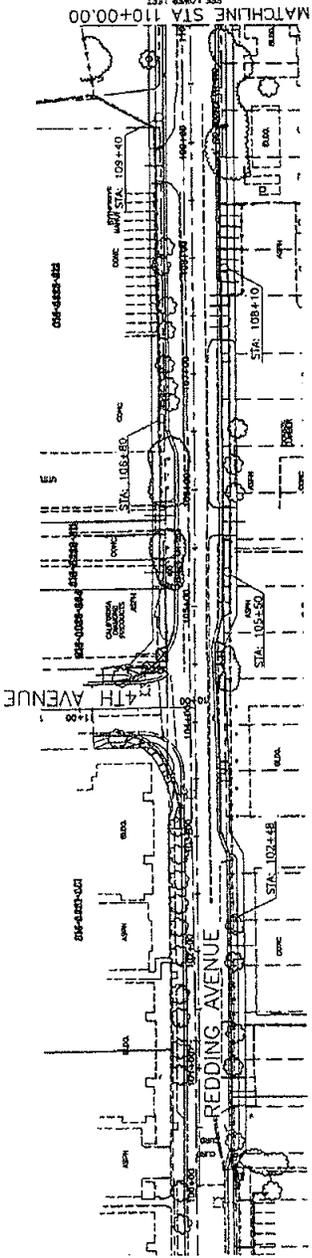
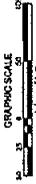
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D.B.M. 417  
E.A.K.

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NO.	REVISIONS	DATE	BY

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LEGEND  
O CONSTRUCTION, ACCORDING  
TO STREET LIGHT

ACCEPTED BY:

DATE: \_\_\_\_\_  
SIGNATURE: \_\_\_\_\_  
TITLE: \_\_\_\_\_



**REDDING AVENUE/69TH STREET  
ELECTRIC STREET LIGHTING PLANS**

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2025 First Drive  
Sacramento, CA 95811  
Phone (916) 382-2200  
Fax (916) 382-2200  
www.mroengineers.com

**CITY OF SACRAMENTO**  
DEPARTMENT OF TRANSPORTATION  
DRAWN BY: R. HOFFERER  
CHECKED BY: E. J. MALDONADO  
DATE: JANUARY 21, 2008  
R.C.E.

NO.	REVISIONS	DATE	BY	DESCRIPTION	FIELD BOOK	SCALE
	BENCH MARK			ELEV. 43.7		
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	SCALE					
	PROJECT					

SEE UPPER RIGHT  
MATCHLINE STA 110+00.00

SEE LOWER LEFT  
MATCHLINE STA 110+00.00

## **Appendix B** CNDDDB, CNPS and USFWS Lists

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California Department of Fish and Game  
 Natural Diversity Database  
 Selected Elements by Common Name - Portrait  
 Redding Avenue Bikeway Project  
 Sacramento East Quadrangle

Common Name/Scientific Name	Element Code	Federal Status	State Status	GRank	SRank	CDFG or CNPS
1 American badger <i>Taxidea taxus</i>	AMAJF04010			G5	S4	SC
2 California linderiella <i>Linderiella occidentalis</i>	ICBRA06010			G3	S2S3	
3 Cooper's hawk <i>Accipiter cooperii</i>	ABNKC12040			G5	S3	SC
4 Elderberry Savanna	CTT63440CA			G2	S2.1	
5 Sanford's arrowhead <i>Sagittaria sanfordii</i>	PMALI040Q0			G3	S3.2	1B.2
6 Swainson's hawk <i>Buteo swainsoni</i>	ABNKC19070		Threatened	G5	S2	
7 bank swallow <i>Riparia riparia</i>	ABPAU08010		Threatened	G5	S2S3	
8 burrowing owl <i>Athene cunicularia</i>	ABNSB10010			G4	S2	SC
9 purple martin <i>Progne subis</i>	ABPAU01010			G5	S3	SC
10 valley elderberry longhorn beetle <i>Desmocerus californicus dimorphus</i>	IICOL48011	Threatened		G3T2	S2	
11 vernal pool fairy shrimp <i>Branchinecta lynchi</i>	ICBRA03030	Threatened		G3	S2S3	
12 vernal pool tadpole shrimp <i>Lepidurus packardii</i>	ICBRA10010	Endangered		G3	S2S3	
13 white-tailed kite <i>Elanus leucurus</i>	ABNKC06010			G5	S3	



**CNPS**  
*California Native Plant Society*

**Inventory of Rare and Endangered Plants**

v7-07d 10-18-07

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**Status:** search results for ""sacramento east "" - Mon, Dec. 10, 2007 16:53 c

**Tip:** Word fragments must be completed with a wildcard, e.g., esch\* hyp\* for Eschscholzia hypocoides. [all tips and help.] [search history]

**Hits 1 to 1 of 1**  
Requests that specify topo quads will return only Lists 1-3.

To save selected records for later study, click the ADD button.

Selections will appear in a new window.

open	save	hits	scientific	common	family	CNPS
<input type="checkbox"/>	<input type="checkbox"/>	1	<b><u>Sagittaria sanfordii</u></b> 	Sanford's arrowhead	Alismataceae	List 1B.2

No more hits.








**Sacramento Fish & Wildlife Office**  
Federal Endangered and Threatened Species  
that Occur in or may be Affected by Projects in the  
STOCKTON EAST (461B)  
U.S.G.S. 7 1/2 Minute Quad

Database Last Updated: August 16, 2007

Document Number: 071210055004

**Species of Concern** - The Sacramento Fish & Wildlife Office no longer maintains a list of species of concern. However, various other agencies and organizations maintain lists of at-risk species. These lists provide essential information for land management planning and conservation efforts. See [www.fws.gov/sacramento/es/spp\\_concern.htm](http://www.fws.gov/sacramento/es/spp_concern.htm) for more information and links to these sensitive species lists.

**Red-Legged Frog Critical Habitat** - The Service has designated final critical habitat for the California red-legged frog. The designation became final on May 15, 2006. See our [map index](#).

## Listed Species

### *Invertebrates*

*Branchinecta lynchi*

vernal pool fairy shrimp (T)

*Desmocerus californicus dimorphus*

valley elderberry longhorn beetle (T)

*Lepidurus packardii*

vernal pool tadpole shrimp (E)

### *Fish*

*Acipenser medirostris*

green sturgeon (T) (NMFS)

*Hypomesus transpacificus*

Critical habitat, delta smelt (X)

delta smelt (T)

*Oncorhynchus mykiss*

Central Valley steelhead (T) (NMFS)

Critical habitat, Central Valley steelhead (X) (NMFS)

*Oncorhynchus tshawytscha*

Central Valley spring-run chinook salmon (T) (NMFS)

winter-run chinook salmon, Sacramento River (E) (NMFS)

### *Amphibians*

*Ambystoma californiense*

California tiger salamander, central population (T)

*Rana aurora draytonii*

California red-legged frog (T)

## Reptiles

*Thamnophis gigas*  
giant garter snake (T)

## Mammals

*Vulpes macrotis mutica*  
San Joaquin kit fox (E)

### Key:

- (E) *Endangered* - Listed (in the Federal Register) as being in danger of extinction.
- (T) *Threatened* - Listed as likely to become endangered within the foreseeable future.
- (P) *Proposed* - Officially proposed (in the Federal Register) for listing as endangered or threatened.
- (NMFS) Species under the Jurisdiction of the National Marine Fisheries Service. Consult with them directly about these species.
- Critical Habitat* - Area essential to the conservation of a species.
- (PX) *Proposed Critical Habitat* - The species is already listed. Critical habitat is being proposed for it.
- (C) *Candidate* - Candidate to become a proposed species.
- (X) *Critical Habitat* designated for this species

## Important Information About Your Species List

### How We Make Species Lists

We store information about endangered and threatened species lists by U.S. Geological Survey 7½ minute quads. The United States is divided into these quads, which are about the size of San Francisco.

The animals on your species list are ones that occur within, or may be affected by projects within, the quads covered by the list.

- Fish and other aquatic species appear on your list if they are in the same watershed as your quad or if water use in your quad might affect them.
- Birds are shown regardless of whether they are resident or migratory. Relevant birds on the county list should be considered regardless of whether they appear on a quad list.

### Plants

Any plants on your list are ones that have actually been observed in the quad or quads covered by the list. Plants may exist in an area without ever having been detected there. You can find out what's in the nine surrounding quads through the California Native Plant Society's online Inventory of Rare and Endangered Plants.

### Surveying

Some of the species on your list may not be affected by your project. A trained biologist or botanist, familiar with the habitat requirements of the species on your list, should determine whether they or habitats suitable for them may be affected by your project. We recommend that your surveys include any proposed and candidate species on your list.

For plant surveys, we recommend using the Guidelines for Conducting and Reporting Botanical Inventories. The results of your surveys should be published in any environmental documents prepared for your project.

### Your Responsibilities Under the Endangered Species Act

All plants and animals identified as listed above are fully protected under the Endangered Species Act of 1973, as amended. Section 9 of the Act and its implementing regulations prohibit the take

of a federally listed wildlife species. Take is defined by the Act as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect" any such animal.

Take may include significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or shelter (50 CFR §17.3).

### **Take incidental to an otherwise lawful activity may be authorized by one of two procedures:**

- If a Federal agency is involved with the permitting, funding, or carrying out of a project that may result in take, then that agency must engage in a formal consultation with the Service.

During formal consultation, the Federal agency, the applicant and the Service work together to avoid or minimize the impact on listed species and their habitat. Such consultation would result in a biological opinion by the Service addressing the anticipated effect of the project on listed and proposed species. The opinion may authorize a limited level of incidental take.

- If no Federal agency is involved with the project, and federally listed species may be taken as part of the project, then you, the applicant, should apply for an incidental take permit. The Service may issue such a permit if you submit a satisfactory conservation plan for the species that would be affected by your project.

Should your survey determine that federally listed or proposed species occur in the area and are likely to be affected by the project, we recommend that you work with this office and the California Department of Fish and Game to develop a plan that minimizes the project's direct and indirect impacts to listed species and compensates for project-related loss of habitat. You should include the plan in any environmental documents you file.

### **Critical Habitat**

When a species is listed as endangered or threatened, areas of habitat considered essential to its conservation may be designated as critical habitat. These areas may require special management considerations or protection. They provide needed space for growth and normal behavior; food, water, air, light, other nutritional or physiological requirements; cover or shelter; and sites for breeding, reproduction, rearing of offspring, germination or seed dispersal.

Although critical habitat may be designated on private or State lands, activities on these lands are not restricted unless there is Federal involvement in the activities or direct harm to listed wildlife.

If any species has proposed or designated critical habitat within a quad, there will be a separate line for this on the species list. Boundary descriptions of the critical habitat may be found in the Federal Register. The information is also reprinted in the Code of Federal Regulations (50 CFR 17.95). See our critical habitat page for maps.

### **Candidate Species**

We recommend that you address impacts to candidate species. We put plants and animals on our candidate list when we have enough scientific information to eventually propose them for listing as threatened or endangered. By considering these species early in your planning process you may be able to avoid the problems that could develop if one of these candidates was listed before the end of your project.

### **Wetlands**

If your project will impact wetlands, riparian habitat, or other jurisdictional waters as defined by section 404 of the Clean Water Act and/or section 10 of the Rivers and Harbors Act, you will need to obtain a permit from the U.S. Army Corps of Engineers. Impacts to wetland habitats require

site specific mitigation and monitoring. For questions regarding wetlands, please contact Mark Littlefield of this office at (916) 414-6580.

**Updates**

Our database is constantly updated as species are proposed, listed and delisted. If you address proposed and candidate species in your planning, this should not be a problem. However, we recommend that you get an updated list every 90 days. That would be March 09, 2008.

## **Appendix C** List of Species Observed

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## Plant Species Observed in the Biological Study Area

Scientific Name	Common Name	Family
<i>Alisma plantago-aquatica</i>	Water plantain	Alismataceae
<i>Avena</i> sp.	Wild oats	Poaceae
<i>Brassica nigra</i>	Mustard	Brassicaceae
<i>Bromus diandrus</i>	Ripgut brome	Poaceae
<i>Bromus hordeaceus</i>	Soft chess	Poaceae
<i>Carduus pycnocephalus</i>	Italian thistle	Asteraceae
<i>Centaurea solstitialis</i>	Yellow star-thistle	Asteraceae
<i>Convolvulus arvensis</i>	Bindweed	Convolvulaceae
<i>Conyza canadensis</i>	Horsetail	Asteraceae
<i>Cynodon dactylon</i>	Bermuda grass	Poaceae
<i>Cyperus eragrostis</i>	Nutsedge	Cyperaceae
<i>Eremocarpus setigerus</i>	Dove weed	Euphorbiaceae
<i>Erodium</i> sp.	Filaree	Geraniaceae
<i>Foeniculum vulgare</i>	Fennel	Apiaceae
<i>Geranium dissectum</i>	Cranesbill	Geraniaceae
<i>Hordeum murinum</i> var. <i>leporinum</i>	Barley	Poaceae
<i>Juglans regia</i>	Walnut	Juglandaceae
<i>Juniperus</i> sp.	Juniper	Cupressaceae
<i>Lactuca serriola</i>	Prickly lettuce	Asteraceae
<i>Lathyrus argophyllus</i>		Fabaceae
<i>Lolium multiflorum</i>	Ryegrass	Oleaceae
<i>Lotus purshianus</i>	Spanish lotus	Poaceae
<i>Malvella leprosa</i>	Alkali-mallow	Malvaceae
<i>Paspalum dilatatum</i>		Poaceae
<i>Plantago lanceolata</i>	English plantain	Plantaginaceae
<i>Polygonum arenastrum</i>		Polygonaceae
<i>Prunus</i> sp.	Flowering pear	Rosaceae
<i>Rhaphanus sativus</i>	Seed radish	Brassicaceae
<i>Rubus discolor</i>	Himalayan blackberry	Roseaceae
<i>Rumex crispus</i>	Curly dock	Polygonaceae
<i>Salsola tragus</i>	Tumbleweed	Chenopodiaceae
<i>Silybum marianum</i>	Milk thistle	Asteraceae
<i>Sonchus oleraceus</i>	Common sow thistle	Asteraceae
<i>Tragopogon porrifolius</i>	Oyster plant	Asteraceae
<i>Trifolium hirtum</i>		Fabaceae
<i>Vicia villosa</i>	Winter vetch	Fabaceae

# **Appendix D** Wetland Data Forms

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**WETLAND DETERMINATION DATA FORM – Arid West Region**

Project/Site: Redding Avenue Bikeway City/County: Sacramento Sampling Date: 12/9/07  
 Applicant/Owner: City of Sacramento State: CA Sampling Point: 1  
 Investigator(s): Mike Trueblood Section, Township, Range: Sec 15, T. 8. N., R. 5. E.  
 Landform (hillslope, terrace, etc.): \_\_\_\_\_ Local relief (concave, convex, none): \_\_\_\_\_ Slope (%): \_\_\_\_\_  
 Subregion (LRR): \_\_\_\_\_ Lat: \_\_\_\_\_ Long: \_\_\_\_\_ Datum: \_\_\_\_\_  
 Soil Map Unit Name: \_\_\_\_\_ NWI classification: \_\_\_\_\_

Are climatic / hydrologic conditions on the site typical for this time of year? Yes  No \_\_\_\_\_ (If no, explain in Remarks.)  
 Are Vegetation \_\_\_\_\_, Soil \_\_\_\_\_, or Hydrology \_\_\_\_\_ significantly disturbed? Are "Normal Circumstances" present? Yes  No \_\_\_\_\_  
 Are Vegetation \_\_\_\_\_, Soil , or Hydrology \_\_\_\_\_ naturally problematic? (If needed, explain any answers in Remarks.)

**SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No _____ Hydric Soil Present? Yes <input checked="" type="checkbox"/> No _____ Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No _____	Is the Sampled Area within a Wetland? Yes <input checked="" type="checkbox"/> No _____
Remarks:	

**VEGETATION**

Tree Stratum (Use scientific names.)	Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test worksheet:
1. _____	_____	_____	_____	Number of Dominant Species That Are OBL, FACW, or FAC: <u>1</u> (A)
2. _____	_____	_____	_____	Total Number of Dominant Species Across All Strata: <u>1</u> (B)
3. _____	_____	_____	_____	Percent of Dominant Species That Are OBL, FACW, or FAC: <u>100%</u> (A/B)
4. _____	_____	_____	_____	
Total Cover: _____				
Sapling/Shrub Stratum				Prevalence Index worksheet:
1. _____	_____	_____	_____	Total % Cover of: _____ Multiply by: _____
2. _____	_____	_____	_____	OBL species _____ x 1 = _____
3. _____	_____	_____	_____	FACW species _____ x 2 = _____
4. _____	_____	_____	_____	FAC species _____ x 3 = _____
5. _____	_____	_____	_____	FACU species _____ x 4 = _____
Total Cover: _____				UPL species _____ x 5 = _____
				Column Totals: _____ (A) _____ (B)
				Prevalence Index = B/A = _____
Herb Stratum				Hydrophytic Vegetation Indicators:
1. <u>Cyperus erostis</u>	<u>10%</u>	<u>NO</u>	<u>FACW</u>	<input checked="" type="checkbox"/> Dominance Test is >50%
2. <u>Plantago lanceolata</u>	<u>2%</u>	<u>NO</u>	<u>FAC</u>	___ Prevalence Index is ≤3.0 <sup>1</sup>
3. <u>Alyssa plantago-aquatica</u>	<u>70%</u>	<u>Yes</u>	<u>Obl</u>	___ Morphological Adaptations <sup>1</sup> (Provide supporting data in Remarks or on a separate sheet)
4. _____	_____	_____	_____	___ Problematic Hydrophytic Vegetation <sup>1</sup> (Explain)
5. _____	_____	_____	_____	
6. _____	_____	_____	_____	
7. _____	_____	_____	_____	
8. _____	_____	_____	_____	
Total Cover: <u>82%</u>				
Woody/Vine Stratum				Hydrophytic Vegetation Present?
1. _____	_____	_____	_____	Yes <input checked="" type="checkbox"/> No _____
2. _____	_____	_____	_____	
Total Cover: _____				
% Bare Ground in Herb Stratum <u>18%</u>		% Cover of Biotic Crust <u>0</u>		
Remarks: <u>Inundated roadside ditch</u>				

**SOIL**

Sampling Point: 2

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type <sup>1</sup>	Loc <sup>2</sup>		
0-8"	10YR 3/2	100%	—	—	—	—		gravelly loam

<sup>1</sup>Type: C=Concentration, D=Depletion, RM=Reduced Matrix. <sup>2</sup>Location: PL=Pore Lining, RC=Root Channel, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)		Indicators for Problematic Hydric Soils <sup>3</sup> :
<input type="checkbox"/> Histosol (A1)	<input type="checkbox"/> Sandy Redox (S5)	<input type="checkbox"/> 1 cm Muck (A9) (LRR C)
<input type="checkbox"/> Histic Epipedon (A2)	<input type="checkbox"/> Stripped Matrix (S6)	<input type="checkbox"/> 2 cm Muck (A10) (LRR B)
<input type="checkbox"/> Black Histic (A3)	<input type="checkbox"/> Loamy Mucky Mineral (F1)	<input type="checkbox"/> Reduced Vertic (F18)
<input type="checkbox"/> Hydrogen Sulfide (A4)	<input type="checkbox"/> Loamy Gleyed Matrix (F2)	<input type="checkbox"/> Red Parent Material (TF2)
<input type="checkbox"/> Stratified Layers (A5) (LRR C)	<input type="checkbox"/> Depleted Matrix (F3)	<input checked="" type="checkbox"/> Other (Explain in Remarks)
<input type="checkbox"/> 1 cm Muck (A9) (LRR D)	<input type="checkbox"/> Redox Dark Surface (F6)	
<input type="checkbox"/> Depleted Below Dark Surface (A11)	<input type="checkbox"/> Depleted Dark Surface (F7)	
<input type="checkbox"/> Thick Dark Surface (A12)	<input type="checkbox"/> Redox Depressions (F8)	
<input type="checkbox"/> Sandy Mucky Mineral (S1)	<input type="checkbox"/> Vernal Pools (F9)	
<input type="checkbox"/> Sandy Gleyed Matrix (S4)		

<sup>3</sup>Indicators of hydrophytic vegetation and wetland hydrology must be present.

Restrictive Layer (if present):

Type: \_\_\_\_\_  
Depth (inches): \_\_\_\_\_

Hydric Soil Present? Yes  No

Remarks:

Inundated conditions resulting in an aquatic moisture regime.

**HYDROLOGY**

Wetland Hydrology Indicators:		Secondary Indicators (2 or more required)
<u>Primary Indicators (any one indicator is sufficient)</u>		
<input checked="" type="checkbox"/> Surface Water (A1)	<input type="checkbox"/> Salt Crust (B11)	<input type="checkbox"/> Water Marks (B1) (Riverine)
<input type="checkbox"/> High Water Table (A2)	<input type="checkbox"/> Blotic Crust (B12)	<input type="checkbox"/> Sediment Deposits (B2) (Riverine)
<input type="checkbox"/> Saturation (A3)	<input type="checkbox"/> Aquatic Invertebrates (B13)	<input type="checkbox"/> Drift Deposits (B3) (Riverine)
<input type="checkbox"/> Water Marks (B1) (Nonriverine)	<input type="checkbox"/> Hydrogen Sulfide Odor (C1)	<input type="checkbox"/> Drainage Patterns (B10)
<input type="checkbox"/> Sediment Deposits (B2) (Nonriverine)	<input type="checkbox"/> Oxidized Rhizospheres along Living Roots (C3)	<input type="checkbox"/> Dry-Season Water Table (C2)
<input type="checkbox"/> Drift Deposits (B3) (Nonriverine)	<input type="checkbox"/> Presence of Reduced Iron (C4)	<input type="checkbox"/> Thin Muck Surface (C7)
<input type="checkbox"/> Surface Soil Cracks (B6)	<input type="checkbox"/> Recent Iron Reduction in Plowed Soils (C6)	<input type="checkbox"/> Crayfish Burrows (C8)
<input type="checkbox"/> Inundation Visible on Aerial Imagery (B7)	<input type="checkbox"/> Other (Explain in Remarks)	<input checked="" type="checkbox"/> Saturation Visible on Aerial Imagery (C9)
<input type="checkbox"/> Water-Stained Leaves (B9)		<input type="checkbox"/> Shallow Aquitard (D3)
		<input type="checkbox"/> FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes  No  Depth (inches): 6"  
 Water Table Present? Yes  No  Depth (inches): —  
 Saturation Present? Yes  No  Depth (inches): —  
 (includes capillary fringe)

Wetland Hydrology Present? Yes  No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

Ponding observed

**WETLAND DETERMINATION DATA FORM -- Arid West Region**

Project/Site: Redding Avenue Bikeway City/County: Sacramento Sampling Date: 12/4/07  
 Applicant/Owner: City of Sacramento State: CA Sampling Point: 2a  
 Investigator(s): Mike Trueblood Section, Township, Range: Sec 15, T.8.N, R.5.E  
 Landform (hillslope, terrace, etc.): \_\_\_\_\_ Local relief (concave, convex, none): \_\_\_\_\_ Slope (%): \_\_\_\_\_  
 Subregion (LRR): \_\_\_\_\_ Lat: \_\_\_\_\_ Long: \_\_\_\_\_ Datum: \_\_\_\_\_  
 Soil Map Unit Name: \_\_\_\_\_ NWI classification: \_\_\_\_\_

Are climatic / hydrologic conditions on the site typical for this time of year? Yes  No \_\_\_\_\_ (If no, explain in Remarks.)  
 Are Vegetation \_\_\_\_\_, Soil \_\_\_\_\_, or Hydrology \_\_\_\_\_ significantly disturbed? Are "Normal Circumstances" present? Yes  No \_\_\_\_\_  
 Are Vegetation \_\_\_\_\_, Soil \_\_\_\_\_, or Hydrology \_\_\_\_\_ naturally problematic? (If needed, explain any answers in Remarks.)

**SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No _____	Hydric Soil Present? Yes _____ No <input checked="" type="checkbox"/>	Is the Sampled Area within a Wetland? Yes _____ No <input checked="" type="checkbox"/>
Welland Hydrology Present? Yes _____ No <input checked="" type="checkbox"/>		
Remarks: _____		

**VEGETATION**

Tree Stratum (Use scientific names.)	Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test worksheet:																
1. _____	_____	_____	_____	Number of Dominant Species That Are OBL, FACW, or FAC: <u>1</u> (A)																
2. _____	_____	_____	_____	Total Number of Dominant Species Across All Strata: <u>1</u> (B)																
3. _____	_____	_____	_____	Percent of Dominant Species That Are OBL, FACW, or FAC: <u>100%</u> (A/B)																
4. _____	_____	_____	_____	<b>Prevalence Index worksheet:</b> <table style="width:100%;"> <tr> <td><u>Total % Cover of:</u></td> <td><u>Multiply by:</u></td> </tr> <tr> <td>OBL species _____</td> <td>x 1 = _____</td> </tr> <tr> <td>FACW species _____</td> <td>x 2 = _____</td> </tr> <tr> <td>FAC species _____</td> <td>x 3 = _____</td> </tr> <tr> <td>FACU species _____</td> <td>x 4 = _____</td> </tr> <tr> <td>UPL species _____</td> <td>x 5 = _____</td> </tr> <tr> <td>Column Totals: _____</td> <td>(A) _____ (B) _____</td> </tr> <tr> <td colspan="2">Prevalence Index = B/A = _____</td> </tr> </table>	<u>Total % Cover of:</u>	<u>Multiply by:</u>	OBL species _____	x 1 = _____	FACW species _____	x 2 = _____	FAC species _____	x 3 = _____	FACU species _____	x 4 = _____	UPL species _____	x 5 = _____	Column Totals: _____	(A) _____ (B) _____	Prevalence Index = B/A = _____	
<u>Total % Cover of:</u>	<u>Multiply by:</u>																			
OBL species _____	x 1 = _____																			
FACW species _____	x 2 = _____																			
FAC species _____	x 3 = _____																			
FACU species _____	x 4 = _____																			
UPL species _____	x 5 = _____																			
Column Totals: _____	(A) _____ (B) _____																			
Prevalence Index = B/A = _____																				
Total Cover: _____																				
<b>Sapling/Shrub Stratum</b>																				
1. _____	_____	_____	_____																	
2. _____	_____	_____	_____																	
3. _____	_____	_____	_____																	
4. _____	_____	_____	_____																	
5. _____	_____	_____	_____																	
Total Cover: _____																				
<b>Herb Stratum</b>																				
1. <u>Cynodon dactylon</u>	<u>80%</u>	<u>Yes</u>	<u>FAC</u>																	
2. <u>Plantago lanceolata</u>	<u>5%</u>	<u>No</u>	<u>UPL</u>																	
3. <u>Annual grass</u>	<u>5%</u>	<u>No</u>	<u>UPL</u>																	
4. <u>Erodium sp.</u>	<u>5%</u>	<u>No</u>	<u>UPL</u>																	
5. _____	_____	_____	_____																	
6. _____	_____	_____	_____																	
7. _____	_____	_____	_____																	
8. _____	_____	_____	_____																	
Total Cover: <u>95%</u>																				
<b>Woody Vine Stratum</b>																				
1. _____	_____	_____	_____																	
2. _____	_____	_____	_____																	
Total Cover: _____																				
% Bare Ground in Herb Stratum <u>5%</u>		% Cover of Biotic Crust <u>0</u>																		
<b>Hydrophytic Vegetation Present?</b> Yes <input checked="" type="checkbox"/> No _____																				
Remarks: _____																				

**SOIL**

Sampling Point: 1a

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type <sup>1</sup>	Loc <sup>2</sup>		
0-5"								gravel
5-10"	10YR3/2	100%						Cobbly gravel loam

<sup>1</sup>Type: C=Concentration, D=Depletion, RM=Reduced Matrix. <sup>2</sup>Location: PL=Pore Lining, RC=Root Channel, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)	Indicators for Problematic Hydric Soils <sup>3</sup> :
<input type="checkbox"/> Histosol (A1)	<input type="checkbox"/> 1 cm Muck (A9) (LRR C)
<input type="checkbox"/> Histic Epipedon (A2)	<input type="checkbox"/> 2 cm Muck (A10) (LRR B)
<input type="checkbox"/> Black Histic (A3)	<input type="checkbox"/> Reduced Vertic (F18)
<input type="checkbox"/> Hydrogen Sulfide (A4)	<input type="checkbox"/> Red Parent Material (TF2)
<input type="checkbox"/> Stratified Layers (A5) (LRR C)	<input type="checkbox"/> Other (Explain in Remarks)
<input type="checkbox"/> 1 cm Muck (A9) (LRR D)	
<input type="checkbox"/> Depleted Below Dark Surface (A11)	
<input type="checkbox"/> Thick Dark Surface (A12)	
<input type="checkbox"/> Sandy Mucky Mineral (S1)	
<input type="checkbox"/> Sandy Gleyed Matrix (S4)	
<input type="checkbox"/> Sandy Redox (S5)	
<input type="checkbox"/> Stripped Matrix (S6)	
<input type="checkbox"/> Loamy Mucky Mineral (F1)	
<input type="checkbox"/> Loamy Gleyed Matrix (F2)	
<input type="checkbox"/> Depleted Matrix (F3)	
<input type="checkbox"/> Redox Dark Surface (F6)	
<input type="checkbox"/> Depleted Dark Surface (F7)	
<input type="checkbox"/> Redox Depressions (F8)	
<input type="checkbox"/> Vernal Pools (F9)	

<sup>3</sup>Indicators of hydrophytic vegetation and wetland hydrology must be present.

Restrictive Layer (if present):  
 Type: \_\_\_\_\_  
 Depth (inches): \_\_\_\_\_

Hydric Soil Present? Yes \_\_\_\_\_ No

Remarks:

**HYDROLOGY**

Wetland Hydrology Indicators:	Secondary Indicators (2 or more required)
<b>Primary Indicators (any one indicator is sufficient)</b>	
<input type="checkbox"/> Surface Water (A1)	<input type="checkbox"/> Water Marks (B1) (Riverine)
<input type="checkbox"/> High Water Table (A2)	<input type="checkbox"/> Sediment Deposits (B2) (Riverine)
<input type="checkbox"/> Saturation (A3)	<input type="checkbox"/> Drift Deposits (B3) (Riverine)
<input type="checkbox"/> Water Marks (B1) (Nonriverine)	<input type="checkbox"/> Drainage Patterns (B10)
<input type="checkbox"/> Sediment Deposits (B2) (Nonriverine)	<input type="checkbox"/> Dry-Season Water Table (C2)
<input type="checkbox"/> Drift Deposits (B3) (Nonriverine)	<input type="checkbox"/> Thin Muck Surface (C7)
<input type="checkbox"/> Surface Soil Cracks (B6)	<input type="checkbox"/> Crayfish Burrows (C8)
<input type="checkbox"/> Inundation Visible on Aerial Imagery (B7)	<input type="checkbox"/> Saturation Visible on Aerial Imagery (C9)
<input type="checkbox"/> Water-Stained Leaves (B9)	<input type="checkbox"/> Shallow Aquitard (D3)
<input type="checkbox"/> Salt Crust (B11)	<input type="checkbox"/> FAC-Neutral Test (D5)
<input type="checkbox"/> Biotic Crust (B12)	
<input type="checkbox"/> Aquatic Invertebrates (B13)	
<input type="checkbox"/> Hydrogen Sulfide Odor (C1)	
<input type="checkbox"/> Oxidized Rhizospheres along Living Roots (C3)	
<input type="checkbox"/> Presence of Reduced Iron (C4)	
<input type="checkbox"/> Recent Iron Reduction in Plowed Soils (C6)	
<input type="checkbox"/> Other (Explain in Remarks)	

Field Observations:

Surface Water Present? Yes \_\_\_\_\_ No  Depth (inches): \_\_\_\_\_

Water Table Present? Yes \_\_\_\_\_ No  Depth (inches): 216"

Saturation Present? (includes capillary fringe) Yes \_\_\_\_\_ No  Depth (inches): 710"

Wetland Hydrology Present? Yes \_\_\_\_\_ No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks: upland data point.

**WETLAND DETERMINATION DATA FORM – Arid West Region**

Project/Site: Reedling Avenue Bikeway City/County: Sacramento Sampling Date: 12/14/07  
 Applicant/Owner: City of Sacramento State: CA Sampling Point: 2  
 Investigator(s): Mike Trveblod Section, Township, Range: Sec 15, T.8N, R.5E.  
 Landform (hillslope, terrace, etc.): \_\_\_\_\_ Local relief (concave, convex, none): \_\_\_\_\_ Slope (%): \_\_\_\_\_  
 Subregion (LRR): \_\_\_\_\_ Lat: \_\_\_\_\_ Long: \_\_\_\_\_ Datum: \_\_\_\_\_  
 Soil Map Unit Name: \_\_\_\_\_ NWI classification: \_\_\_\_\_

Are climatic / hydrologic conditions on the site typical for this time of year? Yes  No \_\_\_\_\_ (If no, explain in Remarks.)  
 Are Vegetation \_\_\_\_\_, Soil \_\_\_\_\_, or Hydrology \_\_\_\_\_ significantly disturbed? Are "Normal Circumstances" present? Yes  No \_\_\_\_\_  
 Are Vegetation \_\_\_\_\_, Soil \_\_\_\_\_, or Hydrology \_\_\_\_\_ naturally problematic? (If needed, explain any answers in Remarks.)

**SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present? Yes _____ No <input checked="" type="checkbox"/>	Is the Sampled Area within a Wetland? Yes _____ No <input checked="" type="checkbox"/>
Hydric Soil Present? Yes _____ No <input checked="" type="checkbox"/>	
Wetland Hydrology Present? Yes _____ No <input checked="" type="checkbox"/>	
Remarks:	

**VEGETATION**

Tree Stratum (Use scientific names.)	Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test worksheet:
1. _____	_____	_____	_____	Number of Dominant Species That Are OBL, FACW, or FAC: <u>1</u> (A)
2. _____	_____	_____	_____	Total Number of Dominant Species Across All Strata: <u>3</u> (B)
3. _____	_____	_____	_____	Percent of Dominant Species That Are OBL, FACW, or FAC: <u>33%</u> (A/B)
4. _____	_____	_____	_____	
Total Cover: _____				
<b>Sapling/Shrub Stratum</b>				<b>Prevalence Index worksheet:</b>
1. _____	_____	_____	_____	Total % Cover of: _____ Multiply by: _____
2. _____	_____	_____	_____	OBL species _____ x 1 = _____
3. _____	_____	_____	_____	FACW species _____ x 2 = _____
4. _____	_____	_____	_____	FAC species _____ x 3 = _____
5. _____	_____	_____	_____	FACU species _____ x 4 = _____
Total Cover: _____				UPL species _____ x 5 = _____
<b>Herb Stratum</b>				Column Totals: _____ (A) _____ (B)
1. <u>Cynodon dactylon</u>	<u>70%</u>	<u>Yes</u>	<u>Fac</u>	Prevalence Index = B/A = _____
2. <u>Erodium sp.</u>	<u>50%</u>	<u>Yes</u>	<u>Upl</u>	<b>Hydrophytic Vegetation Indicators:</b>
3. <u>Vicia villosa</u>	<u>10%</u>	<u>No</u>	<u>Upl</u>	___ Dominance Test is >50%
4. <u>Annual Grasses</u>	<u>30%</u>	<u>Yes</u>	<u>Upl</u>	___ Prevalence Index is ≤3.0 <sup>1</sup>
5. _____	_____	_____	_____	___ Morphological Adaptations <sup>1</sup> (Provide supporting data in Remarks or on a separate sheet)
6. _____	_____	_____	_____	___ Problematic Hydrophytic Vegetation <sup>1</sup> (Explain)
7. _____	_____	_____	_____	
8. _____	_____	_____	_____	
Total Cover: <u>160%</u>				<sup>1</sup> Indicators of hydric soil and wetland hydrology must be present.
<b>Woody Vine Stratum</b>				<b>Hydrophytic Vegetation Present?</b> Yes _____ No <input checked="" type="checkbox"/>
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
Total Cover: _____				
% Bare Ground in Herb Stratum <u>0</u>		% Cover of Biotic Crust <u>0</u>		
Remarks:				

**SOIL**

Sampling Point: 2

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type <sup>1</sup>	Loc <sup>2</sup>		
0-12"	10YR 2/2	100%						gravel loam

<sup>1</sup>Type: C=Concentration, D=Depletion, RM=Reduced Matrix. <sup>2</sup>Location: PL=Pore Lining, RC=Root Channel, M=Matrix.

<b>Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)</b> <input type="checkbox"/> Histosol (A1) <input type="checkbox"/> Histic Epipedon (A2) <input type="checkbox"/> Black Histic (A3) <input type="checkbox"/> Hydrogen Sulfide (A4) <input type="checkbox"/> Stratified Layers (A5) (LRR C) <input type="checkbox"/> 1 cm Muck (A9) (LRR D) <input type="checkbox"/> Depleted Below Dark Surface (A11) <input type="checkbox"/> Thick Dark Surface (A12) <input type="checkbox"/> Sandy Mucky Mineral (S1) <input type="checkbox"/> Sandy Gleyed Matrix (S4)	<input type="checkbox"/> Sandy Redox (S5) <input type="checkbox"/> Stripped Matrix (S6) <input type="checkbox"/> Loamy Mucky Mineral (F1) <input type="checkbox"/> Loamy Gleyed Matrix (F2) <input type="checkbox"/> Depleted Matrix (F3) <input type="checkbox"/> Redox Dark Surface (F6) <input type="checkbox"/> Depleted Dark Surface (F7) <input type="checkbox"/> Redox Depressions (F8) <input type="checkbox"/> Vernal Pools (F9)	<b>Indicators for Problematic Hydric Soils<sup>3</sup>:</b> <input type="checkbox"/> 1 cm Muck (A9) (LRR C) <input type="checkbox"/> 2 cm Muck (A10) (LRR B) <input type="checkbox"/> Reduced Vertic (F18) <input type="checkbox"/> Red Parent Material (TF2) <input type="checkbox"/> Other (Explain in Remarks)
--	---	--

<sup>3</sup>Indicators of hydrophytic vegetation and wetland hydrology must be present.

**Restrictive Layer (if present):**

Type: \_\_\_\_\_  
 Depth (inches): \_\_\_\_\_

Hydric Soil Present? Yes \_\_\_\_\_ No

Remarks: Dark soil

**HYDROLOGY**

<b>Wetland Hydrology Indicators:</b> <b>Primary Indicators (any one indicator is sufficient)</b> <input type="checkbox"/> Surface Water (A1) <input type="checkbox"/> High Water Table (A2) <input type="checkbox"/> Saturation (A3) <input type="checkbox"/> Water Marks (B1) (Nonriverine) <input type="checkbox"/> Sediment Deposits (B2) (Nonriverine) <input type="checkbox"/> Drift Deposits (B3) (Nonriverine) <input type="checkbox"/> Surface Soil Cracks (B6) <input type="checkbox"/> Inundation Visible on Aerial Imagery (B7) <input type="checkbox"/> Water-Stained Leaves (B9)	<input type="checkbox"/> Salt Crust (B11) <input type="checkbox"/> Bloitic Crust (B12) <input type="checkbox"/> Aquatic Invertebrates (B13) <input type="checkbox"/> Hydrogen Sulfide Odor (C1) <input type="checkbox"/> Oxidized Rhizospheres along Living Roots (C3) <input type="checkbox"/> Presence of Reduced Iron (C4) <input type="checkbox"/> Recent Iron Reduction in Plowed Soils (C6) <input type="checkbox"/> Other (Explain in Remarks)	<b>Secondary Indicators (2 or more required)</b> <input type="checkbox"/> Water Marks (B1) (Riverine) <input type="checkbox"/> Sediment Deposits (B2) (Riverine) <input type="checkbox"/> Drift Deposits (B3) (Riverine) <input type="checkbox"/> Drainage Patterns (B10) <input type="checkbox"/> Dry-Season Water Table (C2) <input type="checkbox"/> Thin Muck Surface (C7) <input type="checkbox"/> Crayfish Burrows (C8) <input type="checkbox"/> Saturation Visible on Aerial Imagery (C9) <input type="checkbox"/> Shallow Aquitard (D3) <input type="checkbox"/> FAC-Neutral Test (D5)
---	--	--

**Field Observations:**

Surface Water Present? Yes \_\_\_\_\_ No  Depth (inches): \_\_\_\_\_

Water Table Present? Yes \_\_\_\_\_ No  Depth (inches): >12"

Saturation Present? (includes capillary fringe) Yes \_\_\_\_\_ No  Depth (inches): >12"

Wetland Hydrology Present? Yes \_\_\_\_\_ No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

**INITIAL STUDY / MITIGATED NEGATIVE  
DECLARATION**

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

**SACRAMENTO, CALIFORNIA**

Submitted to:

City of Sacramento  
Department of Transportation  
915 I Street, Room 2000  
Sacramento, California 95814  
(916) 808-5515

Prepared by:

LSA Associates, Inc.  
4200 Rocklin Road, Suite 11B  
Rocklin, California 95677  
(916) 630-4600

LSA Project No. MRO0702

**LSA**

May 2008

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- B: NATURAL ENVIRONMENT STUDY MINIMAL IMPACT REPORT

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

**INITIAL STUDY / MITIGATED NEGATIVE DECLARATION**

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**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.

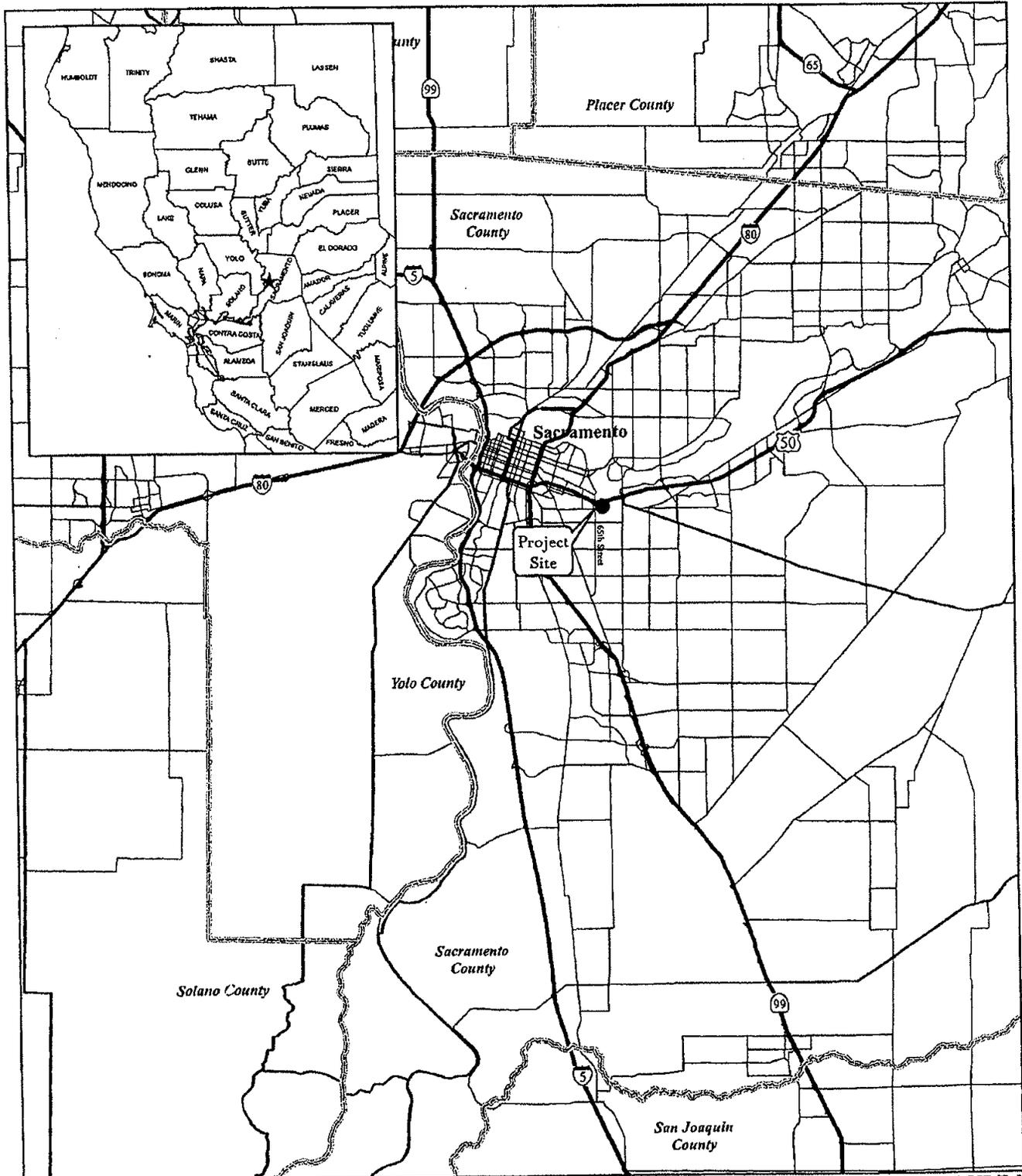
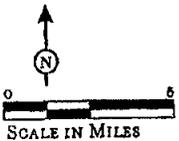


FIGURE 1

LSA



SOURCE: US CENSUS BUREAU TIGER 2K (2002)  
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Redding Avenue Bikeway  
 Project Location

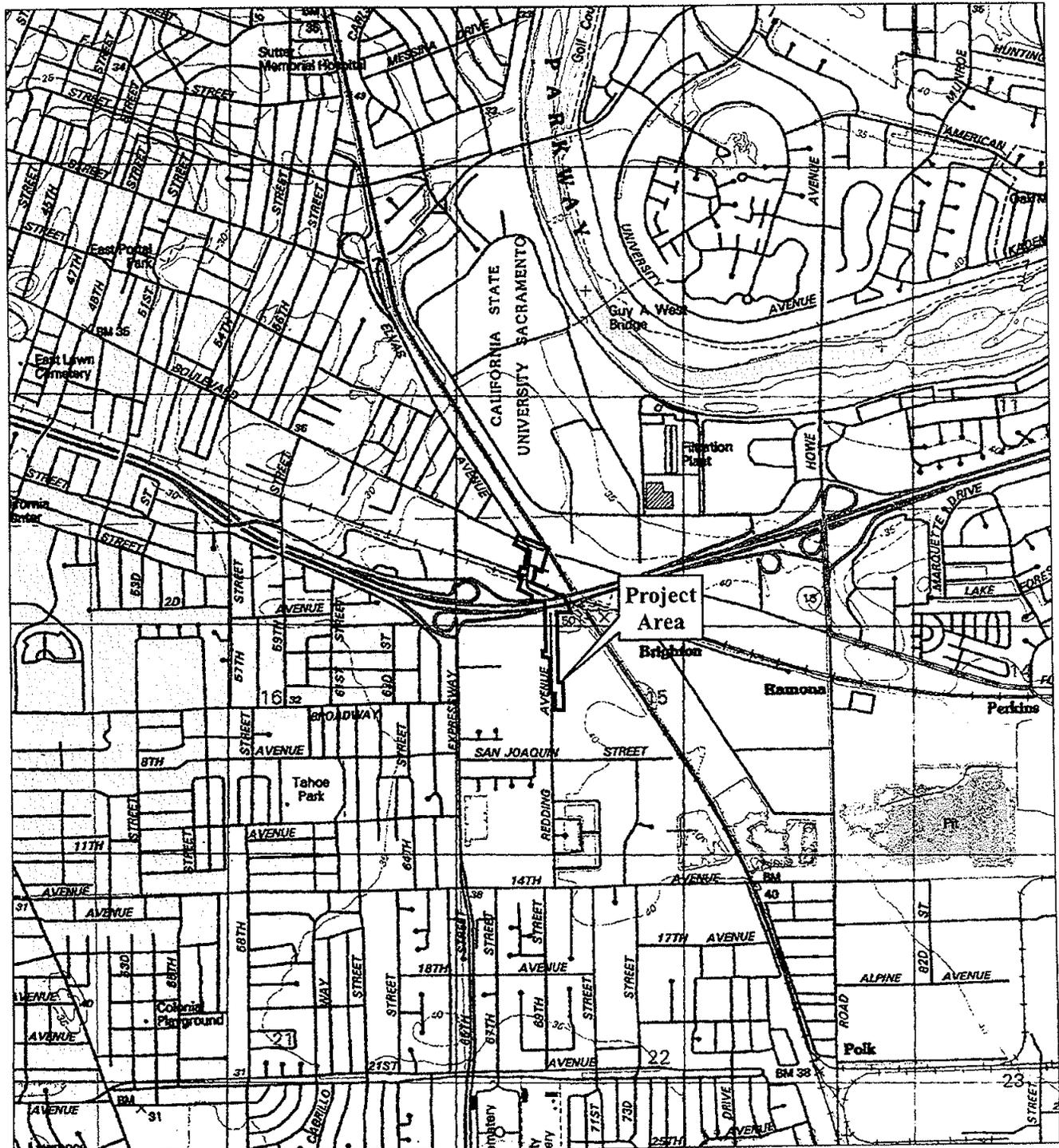


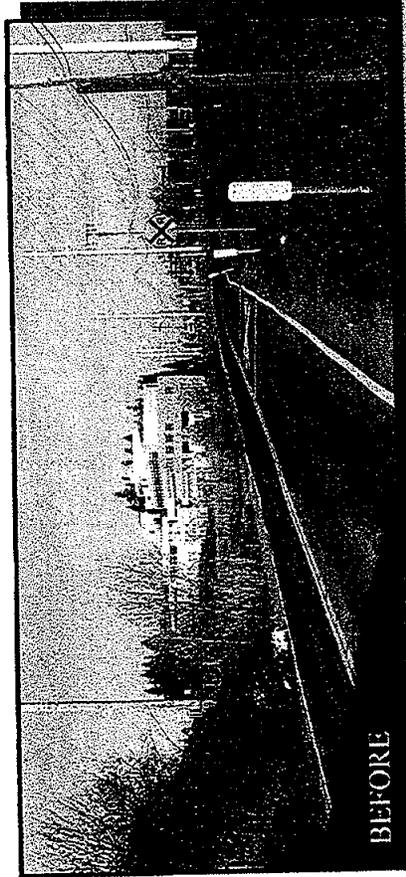
FIGURE 2

LSA

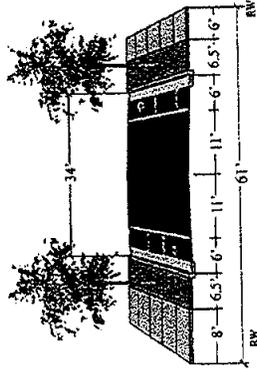


Redding Avenue Bicycle and Pedestrian Improvements Project  
Project Vicinity

SOURCE: USGS Topographic Quadrangle: East Sacramento, Calif. (1980)  
I:\MRO0702\GIS\Maps\Figure2\_ProjectArea.mxd (1/24/2008)



BEFORE



PROPOSED PROJECT

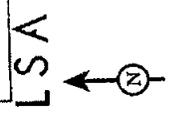
No Scale



AFTER

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

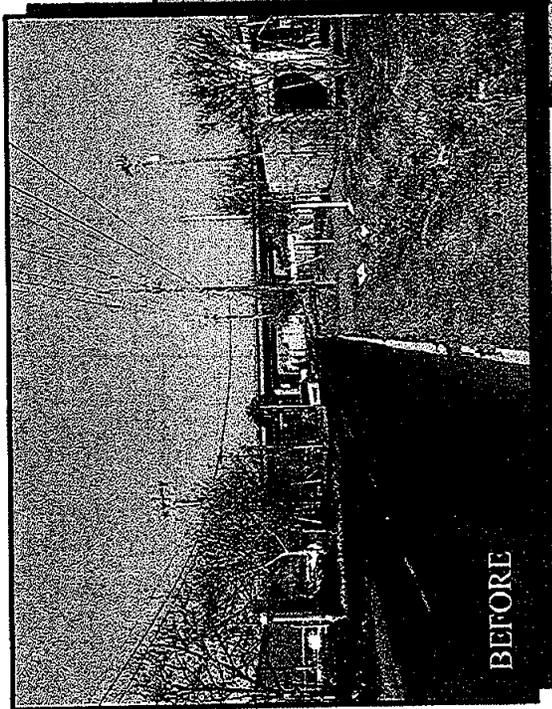
FIGURE 3A



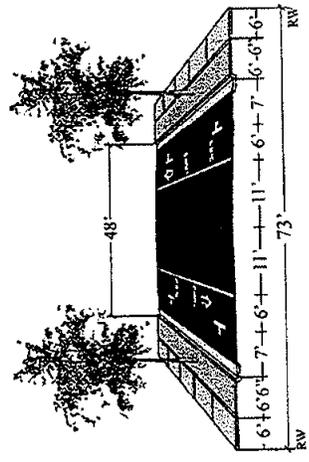
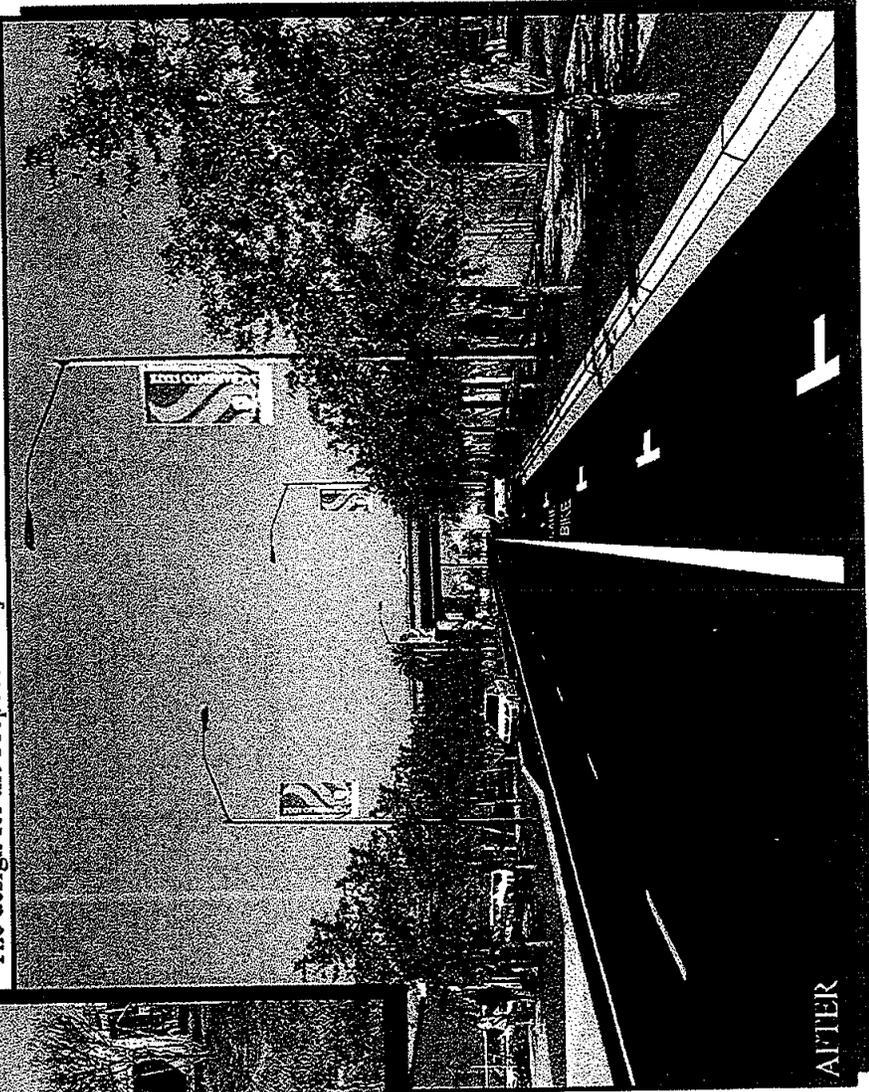
Redding Avenue Bicycle and Pedestrian Improvements Project  
Existing and Proposed Streetscape (Redding Avenue North of Highway 50)

SOURCE: MRO Engineering (2008)

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



PROPOSED PROJECT  
No Scale

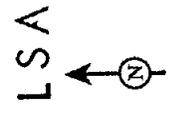


FIGURE 3B

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

SOURCE: MRO Engineering (2008)

F:\MRO0702\Graphics\Figure3b.ai

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 69<sup>th</sup> Street, located in the City of Sacramento, for enhanced bicycle and pedestrian facilities. The project limits on Redding

Avenue are located within the 65<sup>th</sup> Street Area Plan, from about 400 feet south of 4<sup>th</sup> Avenue to Folsom Boulevard in the north. From Q Street to Folsom Boulevard, Redding Avenue becomes 69<sup>th</sup> Street for a distance of about 550 feet. Redding Avenue is located in close proximity to the 65<sup>th</sup> 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

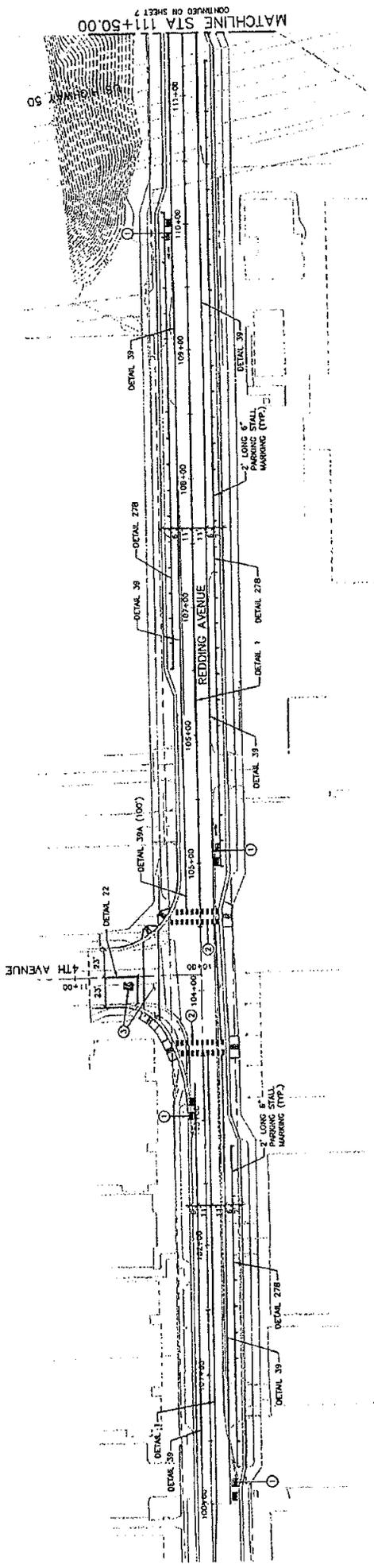
**CITY OF SACRAMENTO REDDING AVENUE BICYCLE AND PEDESTRIAN  
IMPROVEMENTS PROJECT**  
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

---

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.



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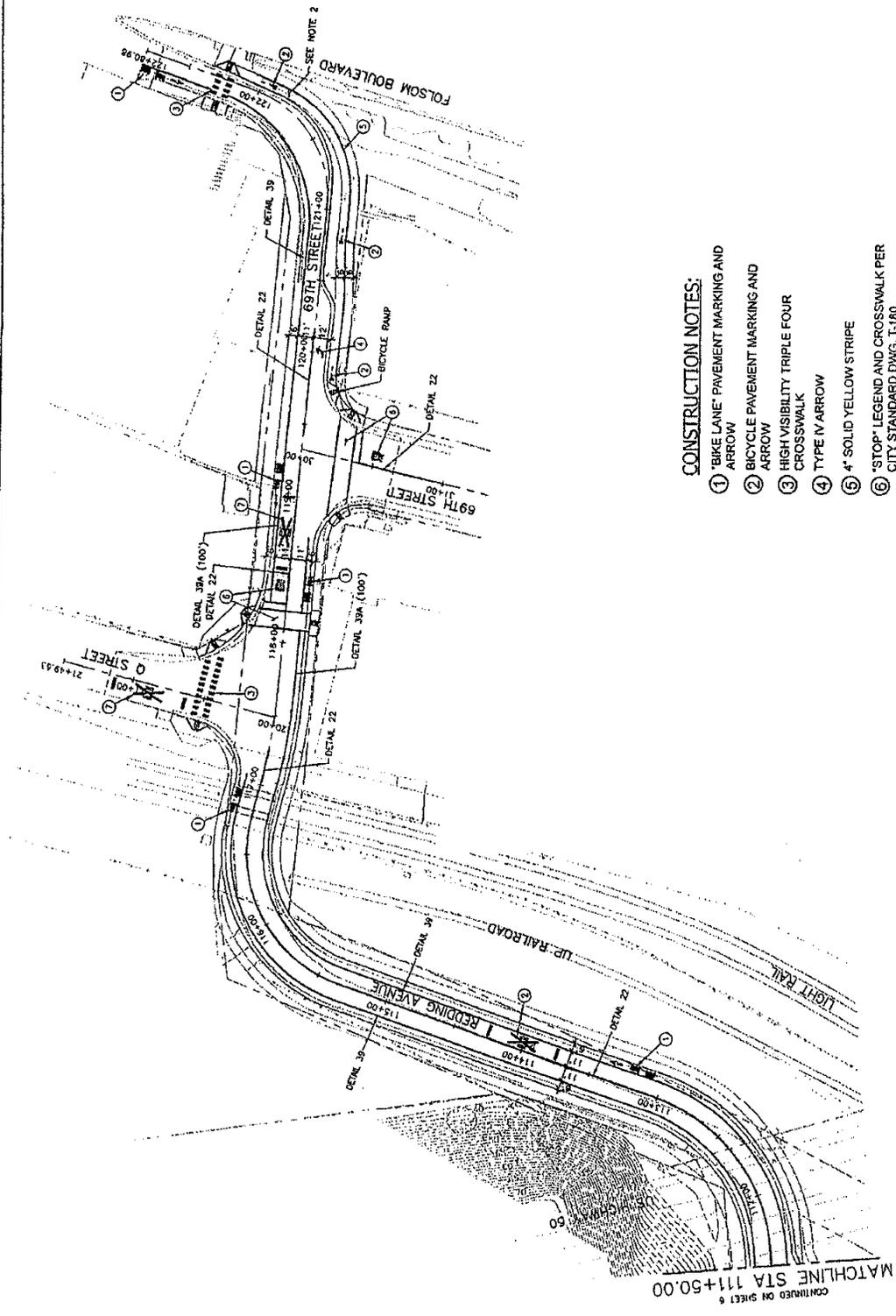
**CONSTRUCTION NOTES:**  
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**NOTES:**  
 ① ALL WORK TO BE ADDED TO  
 ② ALL WORK TO BE ADDED TO  
 ③ ALL WORK TO BE ADDED TO

FIGURE

SA





- 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 V ARROW
  - ⑤ 4" SOLID YELLOW STRIPE
  - ⑥ 'STOP' LEGEND AND CROSSWALK PER CITY STANDARD DWG. T-180
  - ⑦ 'RAILROAD CROSSING' PAVEMENT MARKING

FIGU

FOR MORE INFORMATION, CONTACT THE PROJECT ENGINEER AT THE ADDRESS LISTED BELOW OR BY TELEPHONE AT THE NUMBER LISTED BELOW.

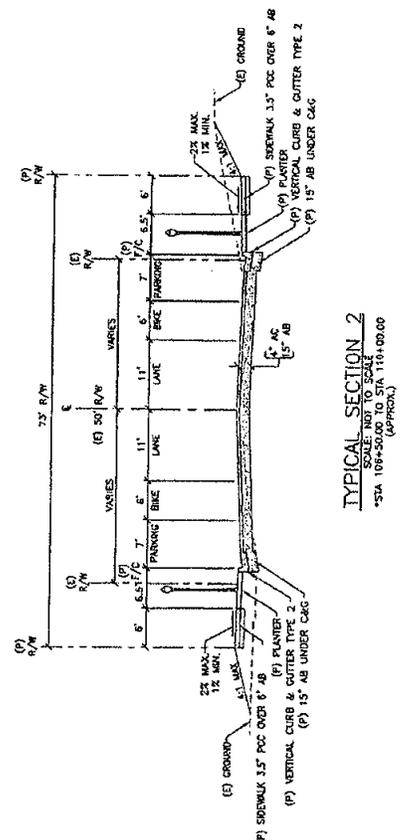
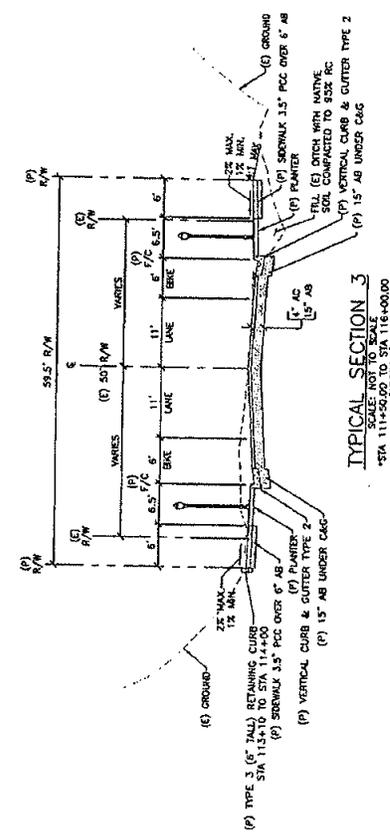
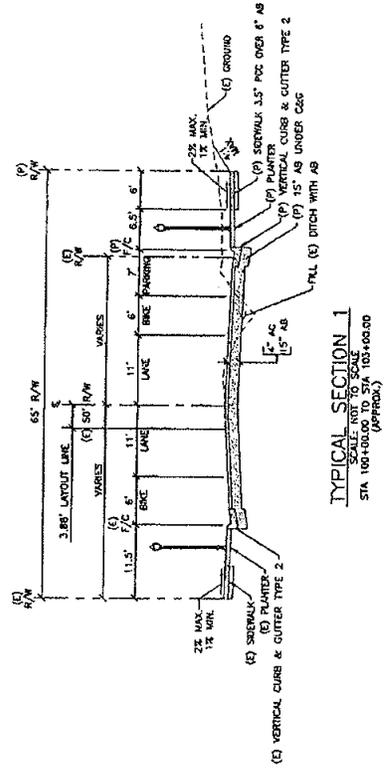


FIGURE 4

## 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 its 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 than 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>			X
A) Seismic hazards?			
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 its 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
<b>SMAQMD Threshold</b>		<b>65</b>	<b>85</b>	<b>N/A</b>
<b>Exceed SMAQMD Threshold?</b>		<b>NO</b>	<b>NO</b>	<b>N/A</b>

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>			
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 Bird 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 known 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 of 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 than 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.<sup>a</sup>

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<sup>a</sup> 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 aurally 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?			X
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.



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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  
Page 2

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.

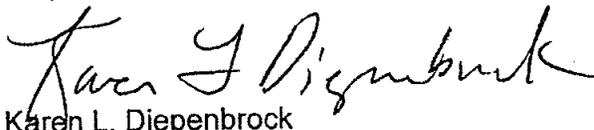
3. Drainage. Dorris wants to confirm that the project will provide new drainage as the existing drainage ditch along Redding Avenue will be occupied by the new improvements. Again, please advise.

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  
CALIFORNIA

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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 4<sup>th</sup> Avenue as the primary access route for large trucks between Redding Avenue (south of the Highway 50 undercrossing) and 65<sup>th</sup> Street. Therefore, this portion of the project, including both corners of the 4<sup>th</sup> 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](mailto: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](mailto: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