



# 65th Street Station Area Plan

## Final Environmental Impact Report

Prepared for:  
**City of Sacramento**



May 2010



65<sup>th</sup> Street Station Area Plan  
Final Environmental Impact Report

Prepared for:

City of Sacramento

Prepared by:



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# 1. INTRODUCTION

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## **PURPOSE OF THIS DOCUMENT**

This document includes all agency and public comments received on the Draft Environmental Impact Report (Draft EIR, SCH #2008052069) for the 65<sup>th</sup> Street Station Area Plan project (proposed project). Written comments were received by the City of Sacramento during the public comment period held from October 29, 2009 through December 14, 2009. This document includes written responses to each comment received on the Draft EIR. The responses correct, clarify, and amplify text in the Draft EIR, as appropriate. These changes do not alter the conclusions of the Draft EIR.

This Final EIR document has been prepared in accordance with the California Environmental Quality Act (CEQA) and together with the Draft EIR (and Appendices) constitutes the EIR for the proposed project that will be used by the decision makers during project hearings.

## **SUMMARY OF PROPOSED PROJECT**

The proposed project analyzed in the EIR considers two transportation network options that include distinct vehicle, bicycle, pedestrian, and transit components, referred to as Scenario B and Scenario C. Scenario A is based on implementation of previously approved plans and implementation of the mitigation measures adopted as part of the various plans in the immediate project vicinity. Under this scenario no additional improvements beyond those set forth in approved plans would be implemented. This scenario is analyzed as the “no project” alternative in the CEQA alternatives chapter (Chapter 6, Alternatives).

Scenarios B and C are based on identical land use assumptions within the project area (e.g., future Transit Oriented Development, or TOD projects). Under Scenarios B and C, specific roadway, bicycle, pedestrian, and transit improvements are analyzed. Please refer to Chapter 3, Project Description, of the Draft EIR for a more detailed description of the various project components.

## **Project Entitlements**

The Draft EIR discussed the proposed project in detail, and identified approval of the 65<sup>th</sup> Street Station Area Plan as the required entitlement. Since preparation and circulation of the Draft EIR, the City has identified additional actions that would be required as part of project approval. These actions relate to land use plans that have previously been adopted in the project area, and that ultimately would be superseded by the 65<sup>th</sup> Street Station Area Plan (if approved) and the City’s recently adopted 2030 General Plan.

The Mobility Element contained within the 2030 General Plan includes a discussion and analysis of the City's circulation system, including the classification of roadways and number of lanes on arterials and collector streets in the city. The proposed project has been revised to include modifying some of the proposed roadways. Specifically, the following project elements would need to be reflected in the revised Mobility Element:

- Folsom Boulevard: adoption of Scenario C would change the ultimate configuration on Folsom Boulevard between 59<sup>th</sup> Street and Elvas Avenue to one travel lane in each direction;
- Broadway: adoption of Scenario B would extend Broadway as a two lane arterial from 65<sup>th</sup> Street to Redding Avenue, while Scenario C would extend Broadway as a two lane arterial from 65<sup>th</sup> Street to Ramona Avenue;
- 4<sup>th</sup> Avenue: adoption of either Scenario B or C would remove the planned two lane extension of 4<sup>th</sup> Avenue from Redding Avenue to Ramona Avenue.

These changes would be reflected in Figures M 2A and M 3A included in the Mobility Element of the 2030 General Plan. Revised Figures M 2A and M 3A are attached at the end of this chapter. The proposed project entitlements/approvals also include an amendment to the 2030 General Plan Mobility Element to reflect this change.

As part of this action, the various community plans, including those that include portions of the project area, were revised to indicate that future land use actions would be governed by the 2030 General Plan, and only those actions that relate specifically to a community plan area would be included in such plans. In this case, the proposed project would adopt an approach to circulation that would affect two community plans: East Sacramento and Fruitridge Broadway. The action required to include the circulation plans proposed by the project would be an amendment to the community plans. The entitlements listed below include such action.

While project approval would require an amendment to the 2030 General Plan, the project is nonetheless consistent with the General Plan.

The 2030 General Plan provides circulation improvements throughout the city based on several broad overarching goals including: a comprehensive transportation system; a multimodal system; barrier removal; transportation demand management; emerging technologies and services; an integrated pedestrian system; a safe, comprehensive, and integrated transit system; a balanced roadway system; complete streets; integrated bicycle systems; and managed parking without violating any of the remaining goals. The 65<sup>th</sup> Street Station Area Plan is intended to meet all of these goals by addressing the circulation issues that could reasonably develop as this area of the city transforms from a predominantly industrial environment into a vibrant transit oriented area.

Specifically, Scenarios B and C would accomplish several objectives and would specifically accomplish the following goals:

- promote a comprehensive transportation system by managing the use of transportation right-of-ways by all modes through the provision of additional public right of way for the addition or enhancement of sidewalks and the provision of bicycle facilities throughout the study area;
- promote a multimodal system through the provision of an integrated circulation system that can be safely and easily travelled by drivers, transit riders, bicyclists, and pedestrians;
- address the issue of barrier removal by connecting existing communities that are physically separated by levees or difficult to navigate by foot with additional roadway connections and pedestrian tunnels;
- advance transportation demand management by providing a circulation system that integrates and encourages the land uses previously planned for the area, which will bring jobs and housing closer together thereby reducing the need to travel outside of the area;
- include the use of emerging technologies and services such as intelligent transportation systems (ITS) to mitigate localized traffic impacts;
- include an integrated pedestrian system that addresses the existing lack of sidewalks as well as widening functional but minimal sidewalks to a width that is more comfortable and encouraging to pedestrian circulation;
- promote a safe, comprehensive, and integrated transit system by increasing the number of and amenities to the linkages to the 65<sup>th</sup> Street/University light rail station and adjoining bus transfer facility;
- promote a balanced roadway system that enhances the existing auto oriented street network with lacking or suboptimal facilities for pedestrians and bicyclists;
- promote the goal of providing complete streets throughout Sacramento by augmenting existing streets auto centric roadways with sidewalks, bike lanes, and on street parking to buffer street traffic from pedestrian traffic;
- promote integrated bicycle systems by providing signed and striped Class II bike lanes on many of the streets in the area as well as bike/pedestrian tunnels through the secondary levee to provide safe connections from California State University, Sacramento to the light rail station area as well from Granite Regional Park to the 65<sup>th</sup> Street area; and
- promote the goal of managed parking by providing on street parking throughout the study area to encourage reasonable turnover and convenient access for short term patrons and visitors.

## Entitlements

The Sacramento City Council would take the following actions as part of project approval:

- Certify the Environmental Impact Report;
- Adopt the Mitigation Monitoring Plan;
- Approve the 65th Street Station Area Plan;
- Amend the 2030 General Plan to revise Figures M 2A and M 3A of the Mobility Element, and to incorporate the geographically appropriate elements of the approved circulation network into the East Sacramento Community Plan and the Fruitridge Broadway Community Plan.

## Recirculation

The identification of additional entitlements to be approved by the City Council as part of project approval does not introduce significant new information that would require recirculation of the Draft EIR. As noted in the discussion above, the additional entitlements are required to ensure that the various land use planning documents adopted within the project area are consistent. The revised list of entitlements does not result in the identification of any new significant effects, nor does it change any of the mitigation measures identified in the Draft EIR.

The changes to the Draft EIR set forth above do not constitute “significant new information” as set forth in CEQA Guidelines Section 15088.5, and recirculation of the Draft EIR is not required.

## DOCUMENT ORGANIZATION

The Final EIR is organized as follows:

**Chapter 1 – Introduction:** This chapter summarizes the project under consideration and describes the contents of the Final EIR.

**Chapter 2 – Revisions to the Draft EIR:** This chapter summarizes text changes made to the Draft EIR in response to comments made on the Draft EIR and/or staff-initiated text changes. Changes to the text of the Draft EIR are shown by either a line through the text that has been deleted or double underlined where new text has been inserted. The revisions contain clarification, amplification, and corrections that have been identified since publication of the Draft EIR. The text revisions do not result in a change in the analysis and conclusions presented in the Draft EIR.

**Chapter 3 – List of Agencies and Persons Commenting:** This chapter contains a list of all of the agencies or persons who submitted comments on the Draft EIR during the public review period, presented in order by agency, organization, individual and date received.

**Chapter 4 – Comments and Responses:** This chapter contains the comment letters received on the Draft EIR followed by responses to individual comments. Each comment letter is presented with brackets indicating how the letter has been divided into individual comments. Each comment is given a binomial with the letter number appearing first, followed by the comment number. For example, comments in Letter 1 are numbered 1-1, 1-2, 1-3, and so on. Immediately following the letter are responses, each with binomials that correspond to the bracketed comments.

If the subject matter of one letter overlaps that of another letter, the reader may be referred to more than one group of comments and responses to review all information on a given subject. Where this occurs, cross-references to other comments are provided.

Some comments on the Draft EIR do not pertain to CEQA environmental issues or address the adequacy of the analysis contained in the Draft EIR. Responses to such comments, though not required, are included to provide additional information. When a comment does not directly pertain to environmental issues analyzed in the Draft EIR, does not ask a question about the adequacy of the analysis contained in the Draft EIR, expresses an opinion related to the merits of the project, or does not challenge an element of or conclusion of the Draft EIR, the response will note the comment and provide additional information where appropriate. The intent is to recognize the comment. Many comments express opinions about aspects of the proposed project and these are included in the Final EIR for consideration by the decision-makers.

**Chapter 5 – Mitigation Monitoring Plan:** This chapter contains the Mitigation Monitoring Plan (MMP) to aid the City in its implementation and monitoring of measures adopted in the EIR.

## PUBLIC PARTICIPATION AND REVIEW

The City of Sacramento notified all responsible and trustee agencies and interested groups, organizations, and individuals that the Draft EIR was available for review. The following list of actions took place during the preparation, distribution, and review of the Draft EIR:

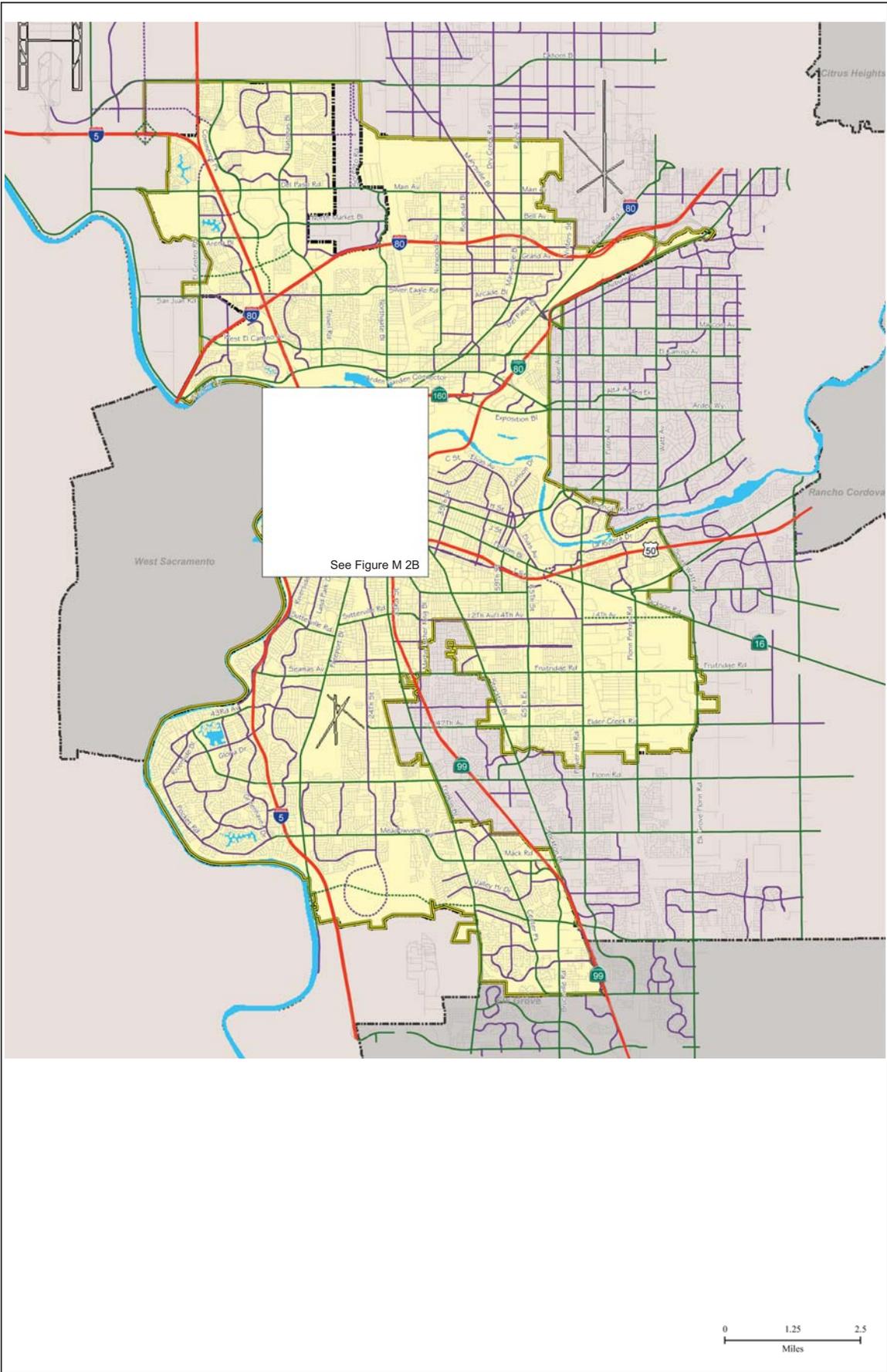
- A Notice of Preparation (NOP) for the EIR was filed with the State Clearinghouse on May 16, 2008. The 30-day public review comment period for the NOP ended on June 16, 2008. A notice for the NOP was also published in the Daily Recorder and agencies, all property owners within the project area, and property owners within 500 feet of the property area were notified by mail. The NOP was also published on the City's website and filed at the County Clerk's office.
- A public scoping meeting for the EIR was held on June 2, 2008.
- A Notice of Completion (NOC) and copies of the Draft EIR were filed with the State Clearinghouse on October 29, 2009. An official 45-day public review period for the Draft EIR was established by the State Clearinghouse, ending on December 14, 2009. A

Notice of Availability (NOA) for the Draft EIR was published in the Daily Recorder on October 29, 2009 and agencies, all property owners within the project area, and property owners within 500 feet of the property area were notified by mail of the document's availability. The DEIR was also published on the City's website and filed at the County Clerk's office.

- Copies of the Draft EIR were available for review at the following locations:

City of Sacramento  
Community Development Department  
300 Richards Boulevard, 3<sup>rd</sup> Floor  
Sacramento, CA 95811

Sacramento Public Library  
828 I Street  
Sacramento, CA 95814

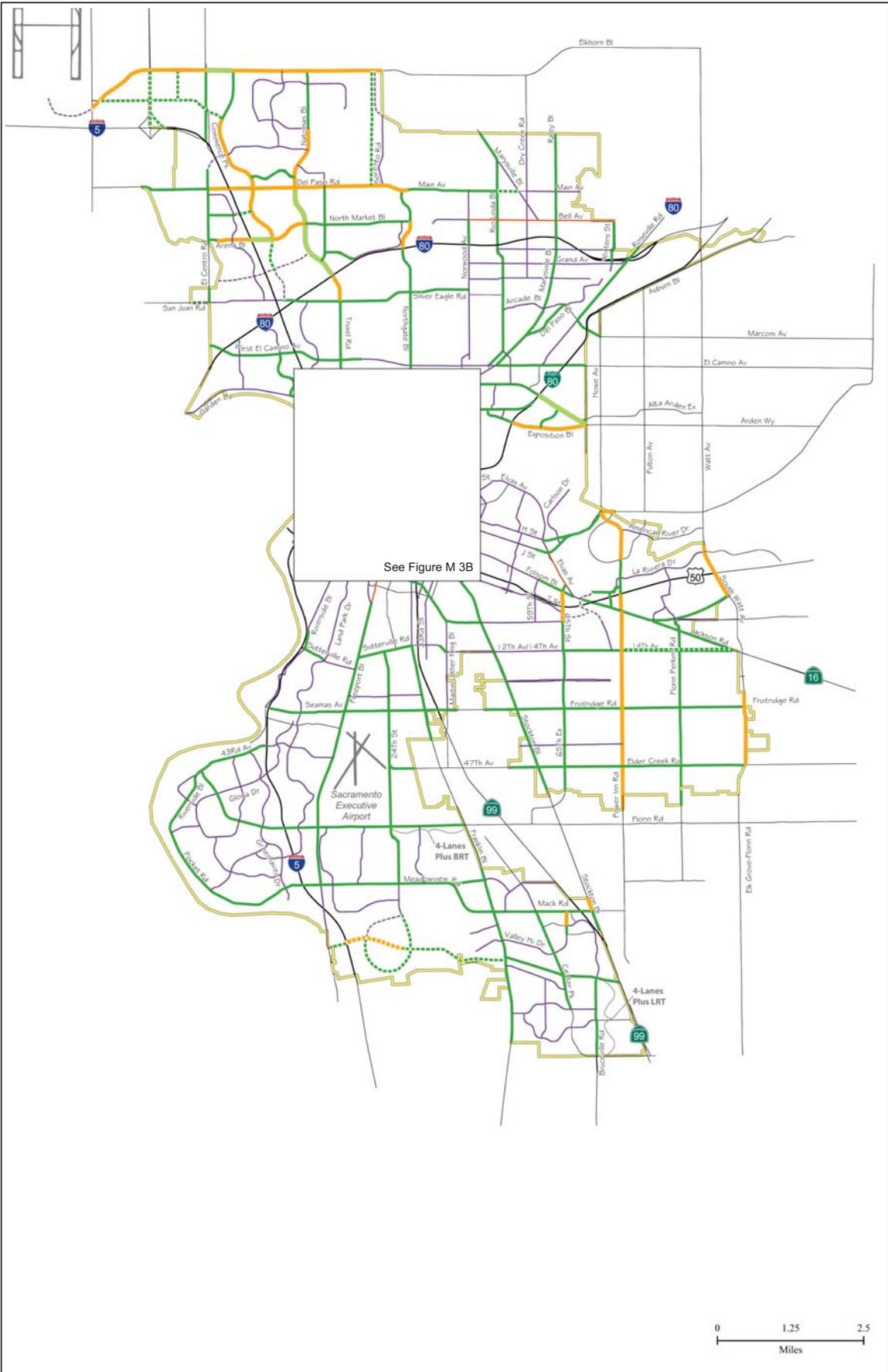


**Legend**

- |                 |                               |                       |
|-----------------|-------------------------------|-----------------------|
| City Limit      | <b>Street Classifications</b> | <b>Proposed Roads</b> |
| Policy Area     | <b>Existing Roads</b>         | Arterial              |
| Water           | Arterial                      | Collector             |
| County Boundary | Collector                     | Highway               |
|                 | Highway                       | Local                 |
|                 | Local                         |                       |

CITY OF SACRAMENTO  
2030 GENERAL PLAN  
**Figure M 2A**  
**Street Classifications**





**Legend**

**Number of Through Lanes**

- 2
  - 3
  - 4
  - 6
  - 8
- ..... Proposed Roads

- Policy Area
- Water

CITY OF SACRAMENTO  
2030 GENERAL PLAN

**Figure M 3A  
Number of Lanes**



## 2. CHANGES TO THE DRAFT EIR

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### INTRODUCTION

This chapter summarizes text changes made to the Draft EIR either in response to a comment letter or initiated by city staff. New text is indicated in double underline and text to be deleted is reflected by a ~~strike-through~~. Text changes are presented in the page order in which they appear in the Draft EIR.

The text revisions provide clarification, amplification, and corrections that have been identified since publication of the Draft EIR. The text changes do not result in a change in the analysis or conclusions of the Draft EIR.

### CHAPTER 2, SUMMARY

The last column in the last row of Table 2-1, Summary of Impacts and Mitigation Measures, on page 2-18 has been revised as follows:

<b>4.3-10 Under Cumulative plus Project conditions, project Scenarios B and C would adversely affect the existing freeway system.</b>	PS (Scenario B)	<u>Scenario B</u> 4.3-10 Implement Mitigation Measure 4.3-3.	SU
	PS (Scenario C)	<u>Scenario C</u> 4.3-10 Implement Mitigation Measure 4.3-3.	<del>LS</del> <u>SU</u>

### CHAPTER 3, PROJECT DESCRIPTION

Figures 3-8a-e, Scenario B Transportation Network Index Sheet and Insets have been revised to more clearly illustrate existing conditions as well as proposed transportation elements. The revised figures are included at the end of this chapter.

Figure 3-9, Scenario B – Bicycle, Pedestrian, and Transit Network, on page 3-23 of the Draft EIR has been revised to illustrate the existing pedestrian Hornet Tunnel undercrossing from Elvas Avenue to CSUS and to change the figure number from Figure 9 to Figure 3-9. The revised Figure 3-9 is included at the end of this chapter.

Figures 3-10a-e, Scenario C Transportation Network Index Sheet and Insets have been revised to more clearly illustrate existing conditions as well as proposed transportation elements. The revised figures are included at the end of this chapter.

Figure 3-11, Scenario C – Bicycle, Pedestrian, and Transit Network, on page 3-29 of the Draft EIR has been revised to illustrate the existing pedestrian Hornet Tunnel undercrossing from

Elvas Avenue to CSUS as an Existing Bike Path (Class I) as opposed to a Planned Bike Path (Class I). In addition, the Planned Bike Lane (Class II) on Q Street from 65<sup>th</sup> Street to Redding Avenue is being removed. As part of a separate project, Sacramento Regional Transit is constructing a Class I Bike Path on Q Street from 67<sup>th</sup> Street to Redding Avenue. Since a Class I bike path would be constructed in that area under a separate project, there would be no need to duplicate bicycle facilities along the same area. Cucamonga Avenue is also labeled for the reader's convenience. The revised Figure 3-11 is included at the end of this chapter.

The second paragraph on page 3-30 of the Draft EIR has been replaced as follows:

**Utilities Improvements**

~~All roadway extensions would include the installation of streetlights (in accordance with City standards). During construction, dry utilities such as electricity, natural gas, telephone, and cable transmission lines could be extended under new roadways and within any acquired right-of-way. In addition, wet utilities such as water supply, sewer, and storm drainage infrastructure would be extended. Please see Table 3-3 for a description of proposed wet utility improvements.~~

The implementation of the 65<sup>th</sup> Street Station Area Plan (Scenario B or C) would require the installation of electrical infrastructure for street and pedestrian lighting, signals, etc.; water lines for landscape irrigation; and storm drainage inlets in the street right-of-way. Utility improvements for private development projects are not included as a part of the proposed project.

Table 3-2, Comparison of Scenarios A, B, and C on pages 3-31 to 3-33 of the Draft EIR has been revised to remove the Class II bicycle path on Q Street from 65<sup>th</sup> Street to Redding Avenue from the proposed project. As discussed above, as part of a separate project, Sacramento Regional Transit is constructing a Class I Bike Path on Q Street from 67<sup>th</sup> Street to Redding Avenue. Since a Class I bike path would be constructed in that area under a separate project, there would be no need to duplicate bicycle facilities in the same area. Therefore, Table 3-2 has been revised as follows:

<b>TABLE 3-2</b>			
<b>COMPARISON OF SCENARIOS A, B, AND C</b>			
<b>(Note: the project elements analyzed in this EIR are highlighted in gray. The elements not highlighted were analyzed in previous environmental documents.)</b>			
	<b>Scenario</b>		
	<b>A</b>	<b>B</b>	<b>C</b>
<b>Class II bicycle lanes would be added on:</b>			
Q Street between 65th Street and Redding Avenue			✓

Table 3-3, Wet Utilities Infrastructure Improvements on pages 3-34 and 3-35 of the Draft EIR has been deleted. This deletion is necessary to clarify that the 65<sup>th</sup> Street Station Area Plan does not propose to install or construct new utilities or improve existing utilities. Minor upgrades to existing utility infrastructure such as providing electrical service to serve new streetlights or water lines to provide landscaping irrigation may be necessary as a part of the proposed project. However, system-wide upgrades and expansions within the project area are not proposed as part of the Plan.

The last paragraph on page 3-35 is revised as follows:

### **Buildings Requiring Demolition**

Several buildings would require demolition for implementation of Scenario B or C, as shown in Figures 3-8 a-e and Figures 3-10 a-e. The extension of 65<sup>th</sup> Street to the CSUS campus under Scenario B would require the removal of a business along Elvas Avenue. The extension of San Joaquin Street from Redding Avenue to Ramona Avenue under Scenario B (separated-grade roadway) and Scenario C (pedestrian tunnel) would result in the removal of a building immediately east of the UPRR tracks, near the intersection of Ramona Avenue and Cucamonga Avenue. The extension of Broadway from Redding Avenue to Ramona Avenue under Scenario C would require the removal of a business that fronts Redding Avenue. The Broadway undercrossing would also remove a warehouse immediately east of the UPRR tracks along Ramona Avenue. The extension of 67<sup>th</sup> Street to the CSUS campus for a pedestrian/tram tunnel under Scenario C would remove two buildings along Elvas Avenue. The creation of 68<sup>th</sup> Street under Scenario C would also require the removal of two buildings between Folsom Boulevard and Q Street. Some buildings shown on the aerial maps have already been removed as a part of other projects under development in the area. Buildings that would be removed as a part of the proposed project are described above.

<b>WET UTILITIES INFRASTRUCTURE IMPROVEMENTS</b>			
	<b>Water</b>	<b>Sewer</b>	<b>Storm Drainage</b>
<del>Ramona Avenue would be extended with two travel lanes from its current terminus at Brighton Avenue westward to cross under the light rail tracks and US 50 immediately east of the UPRR tracks to a new intersection at Folsom Boulevard roughly 350 feet east of the UPRR tracks.</del>	<del><b>BC</b></del>		
<del>Ramona Avenue would be extended with two travel lanes southward from the current elbow roughly 850 feet west of the Ramona and Power Inn Road intersection to a new intersection at 14<sup>th</sup> Avenue.</del>	<del><b>BC</b></del>		
<del>69<sup>th</sup> Street would be realigned to connect Elvas Avenue directly with Redding Avenue with the addition of a signalized 4-way intersection at Folsom Boulevard.</del>	<del><b>B</b></del>		

<b>TABLE 3-3</b>			
<b>WET UTILITIES INFRASTRUCTURE IMPROVEMENTS</b>			
	<b>Water</b>	<b>Sewer</b>	<b>Storm Drainage</b>
San Joaquin Street would be extended eastward from its current terminus west of the UPRR tracks to Ramona Avenue at Cucamonga Avenue with a grade separated crossing of the UPRR tracks. Access control measures would be provided on the westbound leg of the intersection of San Joaquin Street and Redding Avenue to allow pedestrian, bicycle, and emergency vehicle access only.	<b>B</b>		
Broadway would be extended with two travel lanes eastward from 65 <sup>th</sup> Street to a new intersection at Redding Avenue.	<b>BC</b>		
Broadway would be extended with two lanes eastward from 65 <sup>th</sup> Street through a new grade-separated crossing of the UPRR to a new intersection at Ramona Avenue.	<b>C</b>	<b>C</b>	
A new two lane "68 <sup>th</sup> Street" would be constructed parallel to 67 <sup>th</sup> Street and roughly equidistant between 67 <sup>th</sup> and 69 <sup>th</sup> from Elvas Avenue and Q Street and relinquishing Elvas Avenue between 69 <sup>th</sup> Street and Folsom Boulevard.	<b>C</b>		
67 <sup>th</sup> Street would be extended from Folsom Boulevard to Elvas Avenue.	<b>C</b>		
Detention basin west of Ramona Avenue			<b>BC</b>
Pipe connecting proposed detention basin to existing drainage pipes in Ramona Avenue			<b>BC</b>
New drainage pipes in 14 <sup>th</sup> Avenue from Power Inn Road east for 1,200 feet			<b>BC</b>
MH at intersection of Power Inn Road and Ramona Avenue			<b>BC</b>
San Joaquin Avenue to Cucamonga Avenue			<b>B</b>
Extended Ramona Avenue from Ramona Avenue south for 100 feet			<b>BC</b>
Extended Ramona Avenue from 14 <sup>th</sup> Avenue north for 300 feet			<b>BC</b>
Extended Broadway from Ramona Avenue west for 100 feet			<b>C</b>
From Ramona Avenue/Brighton Avenue intersection north for 800 feet			<b>BC</b>
Elvas Avenue from 65 <sup>th</sup> Street to 66 <sup>th</sup> Street			<b>BC</b>
Beginning at 65 <sup>th</sup> Street, along the light rail tracks eastward and south on Redding Avenue for 1,870 feet			<b>BC</b>
65 <sup>th</sup> Street from 8 <sup>th</sup> Avenue north for 390 feet			<b>BC</b>
New street in the Superblock from 65 <sup>th</sup> Street west for 800 feet	<b>BC</b>		<b>BC</b>
South side of Folsom Boulevard from 61 <sup>st</sup> Street eastward to northeast corner of Folsom Boulevard/65 <sup>th</sup> Street intersection		<b>BC</b>	<b>BC</b>
New pump station at the southwest corner of Folsom Boulevard/65 <sup>th</sup> Street intersection			<b>BC</b>
Extended Broadway from 65 <sup>th</sup> Street east to the UPRR tracks			<b>C</b>
New detention basin at the southeast corner of Broadway/65 <sup>th</sup> Street			<b>C</b>
New pump station on Folsom Boulevard at the UPRR tracks			<b>BC</b>
Folsom Boulevard from UPRR tracks to Ramona Avenue extension			<b>BC</b>
North side of Folsom Boulevard from 60 <sup>th</sup> Street to 65 <sup>th</sup> Street			<b>BC</b>
New street in the Superblock from 61st Street westward for 800 feet	<b>BC</b>		<b>BC</b>
New pump station on San Joaquin Street at the UPRR tracks			<b>B</b>
New pump station on Broadway at the UPRR tracks			<b>C</b>
New detention basin south of Brighton Avenue west of Del Monte Avenue			<b>BC</b>
55 <sup>th</sup> Street from Q Street to Folsom Boulevard	<b>BC</b>		
P Street from 55 <sup>th</sup> Street to 59 <sup>th</sup> Street	<b>BC</b>		
59 <sup>th</sup> Street from US 50 to Folsom Boulevard	<b>BC</b>		
New street in the Superblock from 59 <sup>th</sup> Street to Redding Avenue	<b>BC</b>	<b>BC</b>	
Small new street in the Superblock from large new street in Superblock to Folsom Boulevard	<b>BC</b>		
60 <sup>th</sup> Street from new street in Superblock to Folsom Boulevard	<b>BC</b>		
61 <sup>st</sup> Street from new street in Superblock to Folsom Boulevard	<b>BC</b>		
62 <sup>nd</sup> Street from new street in Superblock to Folsom Boulevard	<b>BC</b>		

<b>TABLE 3-3</b>			
<b>WET UTILITIES INFRASTRUCTURE IMPROVEMENTS</b>			
	<b>Water</b>	<b>Sewer</b>	<b>Storm Drainage</b>
63 <sup>rd</sup> Street from new street in Superblock to Folsom Boulevard	<b>BC</b>		
64 <sup>th</sup> Street from 63 <sup>rd</sup> Street/64 <sup>th</sup> Street Alley to Elvas Avenue	<b>BC</b>		
65 <sup>th</sup> Street from Elvas Avenue to Elvas Avenue/Folsom Blvd Alley, along Elvas Avenue/Folsom Blvd Alley to 64 <sup>th</sup> Street/65 <sup>th</sup> Street Alley	<b>BC</b>		
Folsom Boulevard from 65 <sup>th</sup> Street to Elvas Avenue	<b>BC</b>		
Elvas Avenue from 64 <sup>th</sup> Street to Folsom Boulevard	<b>BC</b>		
Redding Avenue from Folsom Boulevard to 69 <sup>th</sup> Street	<b>B</b>		
Folsom Boulevard from Elvas Avenue, Redding Avenue from Folsom Boulevard to 69 <sup>th</sup> Street	<b>C</b>		
Loop starting at intersection of Ramona Avenue/Folsom Boulevard, north to State University Drive/College Town Drive, east to Jed Smith Drive, south to Folsom Boulevard, west to Ramona Avenue	<b>BC</b>		
4 <sup>th</sup> Avenue from 65 <sup>th</sup> Street to Redding Avenue	<b>BC</b>		
Ramona Avenue from Cucamonga Avenue to the current elbow roughly 850-foot west of the Ramona and Power Inn Road intersection	<b>BC</b>		
Public utilities easement from the current elbow roughly 850-foot west of the Ramona and Power Inn Road intersection north for 700 feet	<b>BC</b>		
San Joaquin Avenue from Redding Avenue to Business Drive	<b>C</b>		
Redding Avenue from 4 <sup>th</sup> Avenue to 14 <sup>th</sup> Avenue		<b>BC</b>	
8 <sup>th</sup> Avenue/San Joaquin Avenue from 60 <sup>th</sup> Street to Redding Avenue		<b>BC</b>	
14 <sup>th</sup> Avenue from Redding Avenue to UPRR tracks		<b>BC</b>	
Notes: B—refers to Scenario B C—refers to Scenario C BC—refers to both Scenarios B and C			
Source: City of Sacramento, Department of Utilities, 65 <sup>th</sup> Street Station Area Financing Plan, October 2009.			

The list of required approvals by the City of Sacramento on page 3-37 is revised as follows:

### **City of Sacramento**

The Sacramento City Council would take the following actions as part of project approval: have to certify the EIR and approve the following entitlements in order to implement the proposed project:

- Certify the Environmental Impact Report
- Adopt the Mitigation Monitoring Program
- Approve the 65<sup>th</sup> Street Station Area Plan
- Amend the 2030 General Plan to revise Figures M 2A and M3A of the Mobility Element, and incorporate the geographically appropriate elements of the approved circulation network into the East Sacramento Community Plan and the Fruitridge Broadway Community Plan
- ~~65<sup>th</sup> Street Station Area Plan (Plan) approval~~

- EIR certification
- Adoption of the mitigation monitoring plan

### SECTION 4.1, AIR QUALITY

To keep the SMAQMD Fee current, Mitigation Measure 4.1-1(e) on page 4.1-14 of the Draft EIR has been revised as follows:

- e) *The City shall pay into the SMAQMD's construction mitigation fund to offset construction-generated emissions of NO<sub>x</sub> for construction of any project components or group of components with concurrent construction that exceed daily emission threshold of 85 lbs/day. The project developer shall coordinate with the SMAQMD for payment of fees into the Heavy-Duty Low-Emission Vehicle Program designed to reduce construction related emissions within the region. Fees shall be paid based upon the current SMAQMD Fee (dollars per ton of NO<sub>x</sub> emissions generated) of ~~\$16,000/ton of NO<sub>x</sub> emissions generated~~ at the time of ground disturbance. This fee shall be paid prior to the issuance of grading or other permits or at a date acceptable to the SMAQMD. The City shall keep track of actual equipment use and their NO<sub>x</sub> emissions on a monthly basis and reported to the SMAQMD. Based on these monthly NO<sub>x</sub> emissions reports, mitigation fees can be adjusted accordingly for payment to the SMAQMD.*

### SECTION 4.3, TRANSPORTATION AND CIRCULATION

Table 4.3-26 on page 4.3-69 of the Draft EIR incorrectly shows a project impact for the Eastbound US 50 Weave between 65<sup>th</sup> Street and Howe Ave. There is not a project impact for this facility. The table has been reprinted below to show the removed bolded text for that freeway facility.

<b>FREEWAY OPERATIONS – CUMULATIVE PLUS SCENARIO “B” CONDITIONS</b>							
<b>Freeway Facility</b>	<b>Type</b>	<b>With Scenario A Project</b>					
		<b>AM Peak</b>			<b>PM Peak</b>		
		<b>LOS</b>	<b>MOE<sup>1</sup></b>	<b>Vol.<sup>2</sup></b>	<b>LOS</b>	<b>MOE<sup>1</sup></b>	<b>Vol.<sup>2</sup></b>
1. Eastbound US 50 from 59 <sup>th</sup> St to 65 <sup>th</sup> St	Mainline	E	39.9	9,790	E	44.8	10,270
2. Westbound US 50 from 65 <sup>th</sup> St to 59 <sup>th</sup> St	Mainline	E	38.5	10,830	E	38.6	9,750
3. Eastbound US 50 Weave between 65 <sup>th</sup> St and Howe Ave	Weave	F	2,029	10,410	F	2,011	10,660
4. Westbound US 50 Weave between Howe Ave and 65 <sup>th</sup> St	Weave	<b>F</b>	<b>1,944</b>	<b>10,750</b>	E	1,836	10,030

Notes:  
 1. MOE = measure of effectiveness. For mainline, ramp merge, and ramp diverge sections, the MOE is density, measured in passenger car equivalents per mile per lane; for weaving sections, the MOE is service flow, measured in passenger car equivalents per lane.  
 2. Volume refers to freeway mainline volume or ramp at the study facility (mainline volumes reported for weaving areas).  
 Bold indicates a project impact.  
 Source: Fehr & Peers, 2008.

Table 4.3-30 on page 4.3-76 of the Draft EIR incorrectly shows a project impact for the Eastbound US 50 Weave between 65<sup>th</sup> Street and Howe Ave. There is not a project impact for this facility. The table has been reprinted below to show the removed bolded text for that freeway facility.

<b>FREEWAY OPERATIONS – CUMULATIVE PLUS SCENARIO “C” CONDITIONS</b>							
<b>Freeway Facility</b>	<b>Type</b>	<b>With Scenario C Project</b>					
		<b>AM Peak</b>			<b>PM Peak</b>		
		<b>LOS</b>	<b>MOE<sup>1</sup></b>	<b>Vol.<sup>2</sup></b>	<b>LOS</b>	<b>MOE<sup>1</sup></b>	<b>Vol.<sup>2</sup></b>
1. Eastbound US 50 from 59 <sup>th</sup> St to 65 <sup>th</sup> St	Mainline	E	39.9	9,790	E	43.9	10,200
2. Westbound US 50 from 65 <sup>th</sup> St to 59 <sup>th</sup> St	Mainline	E	38.6	10,850	E	38.7	9,760
3. Eastbound US 50 Weave between 65 <sup>th</sup> St and Howe Ave	Weave	F	2,007	10,390	F	1,975	10,520
4. Westbound US 50 Weave between Howe Ave and 65 <sup>th</sup> St	Weave	<b>F</b>	<b>1,974</b>	<b>10,890</b>	E	1,848	10,000
Notes: 1. MOE = measure of effectiveness. For mainline, ramp merge, and ramp diverge sections, the MOE is density, measured in passenger car equivalents per mile per lane; for weaving sections, the MOE is service flow, measured in passenger car equivalents per lane. 2. Volume refers to freeway mainline volume or ramp at the study facility (mainline volumes reported for weaving areas). <b>Bold</b> indicates a project impact. Source: Fehr & Peers, 2008.							

Mitigation Measure 4.3-6(b) on page 4.3-85 of the Draft EIR has been revised as follows:

- b) *The City of Sacramento shall create flex lanes along Folsom Boulevard that use peak hour parking restrictions and appropriate signing and enforcement (i.e., rapid towing) measures to convert on-street parking to peak hour vehicle use.*

## APPENDIX C, INITIAL STUDY

Under Item 5, Water in the Initial Study, the last sentence of the third paragraph on page 13 is revised as follows:

All new roadway extensions or connections would be designed to city standards and include stormwater drainage features built into the street section including curbs, gutters, and stormwater facilities drain inlets, and lateral pipes to manholes.

Under Item 5, Water in the Initial Study, the last paragraph on page 13 is revised as follows:

Sump 31 and its trunk pipeline have adequate capacity for both existing and future conditions.<sup>1</sup> Sump 113 has adequate capacity for existing conditions, but lacks reliability, including, most importantly, a backup pumping unit.<sup>2</sup> Changes in the amount of impervious surface near Sump 113 could introduce more runoff into Sump 113 and

1 Martin Farber, City of Sacramento, Department of Utilities, written communication, August 17, 2009.

2 Martin Farber, City of Sacramento, Department of Utilities, written communication, August 17, 2009.

could adversely affect the sump's ability to operate correctly.<sup>3</sup> Specifically, the realignment of 69th Street to connect Elvas Avenue directly with Redding Avenue with the addition of a signalized intersection at Folsom Boulevard (Scenario B) would add additional impervious surfaces and would directly contribute to additional runoff to Sump 113.<sup>4</sup> Increased runoff to Sump 113 could result in inadequate stormwater drainage capacity. There could be future environmental analysis required on specific elements of the Plan when plan line drawings for each element are determined.

Under Item 13, Utilities in the Initial Study, the third sentence of the first paragraph on page 44 is revised as follows:

In addition, the proposed transportation improvements would not result in an increase in residential or employment population, and, therefore, would not create an increased demand for water, wastewater treatment, electricity, or solid waste disposal. A small amount of water demand would be generated by the project to provide irrigation for landscaping features along the roadway improvements.

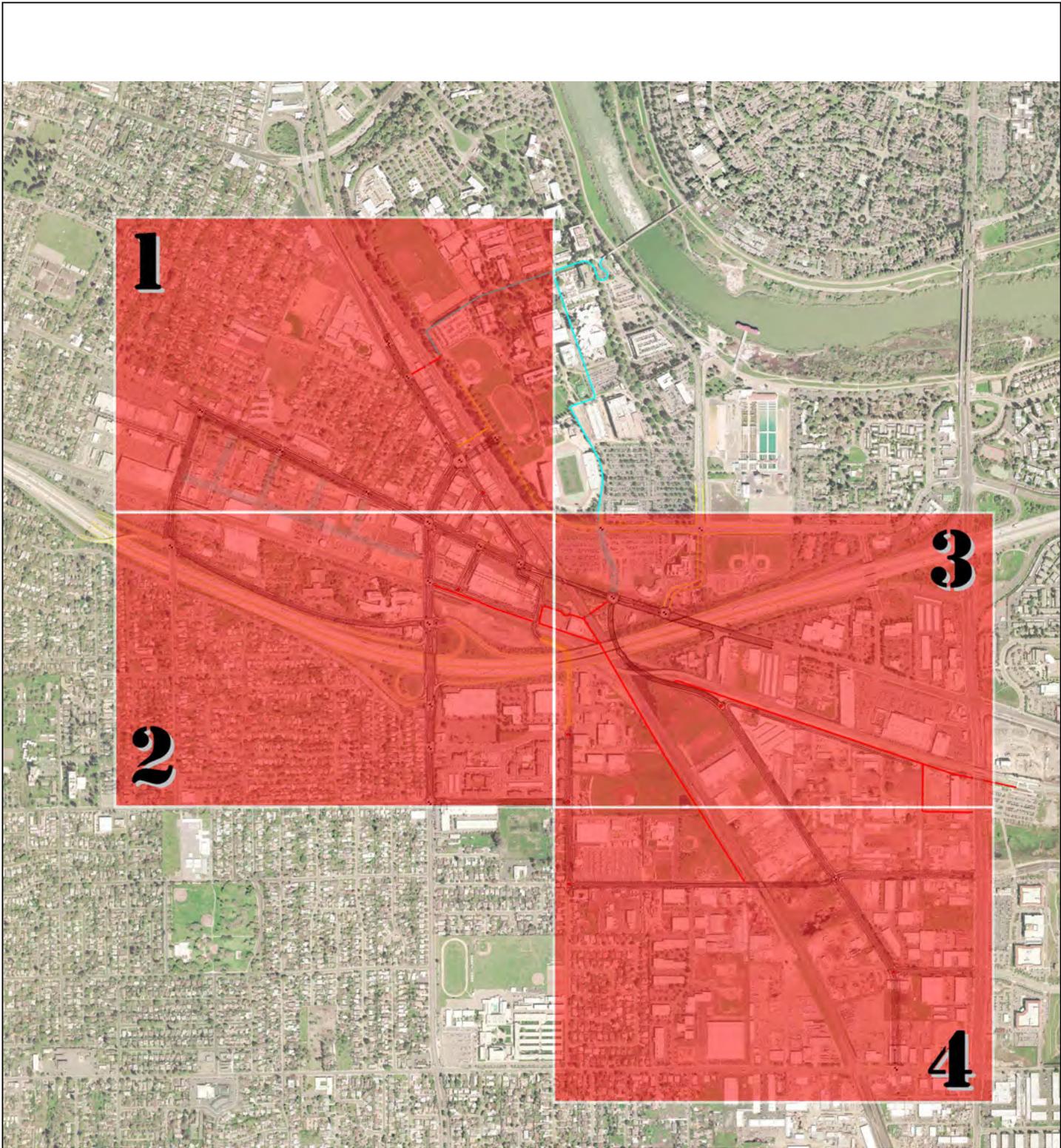
Under Item 13, Utilities in the Initial Study, the second paragraph on page 44 is revised as follows:

As discussed under Item 5, Water, in this Initial Study, the proposed roadway improvements (Scenarios B and C) would introduce additional impervious surfaces to the area by providing new roadways, widened roadways, additional sidewalks, and vehicular and/or bicycle under crossings. The project would add approximately three linear miles in new roadway construction. The project area drains to Sump 31 and Sump 113. As a result of the increase in impervious surfaces, there would be an increase in runoff, but runoff patterns and volumes would remain substantially unchanged. However, as discussed under Item 5, Water, the of 69th Street to connect Elvas Avenue directly with Redding Avenue with the addition of a signalized intersection at Folsom Boulevard (Scenario B) could add enough stormwater runoff to Sump 113 to cause operational difficulties. Please see Item 5, Water and Mitigation Measure 1 for a full discussion regarding potential impacts to Sump 113. All new roadways would be designed to city standards and include stormwater drainage features built into the street section including curbs, gutters, ~~and stormwater facilities~~ drain inlets, and lateral pipes to manholes. There could be future environmental analysis required on specific elements of the Plan when plan line drawings for each element are determined.

---

3 Martin Farber, City of Sacramento, Department of Utilities, written communication, August 17, 2009.

4 Martin Farber, City of Sacramento, Department of Utilities, written communication, August 17, 2009.



Source: City of Sacramento, January 2010.



FIGURE 3-8a  
**Scenario B Transportation Network – Index Sheet**

0D5136201

65th Street EIR



Source: City of Sacramento, January 2010.

FIGURE 3-8b  
**Scenario B Transportation Network – Inset 1**



0D5136201

011001 JCS | 10



Source: City of Sacramento, January 2010.

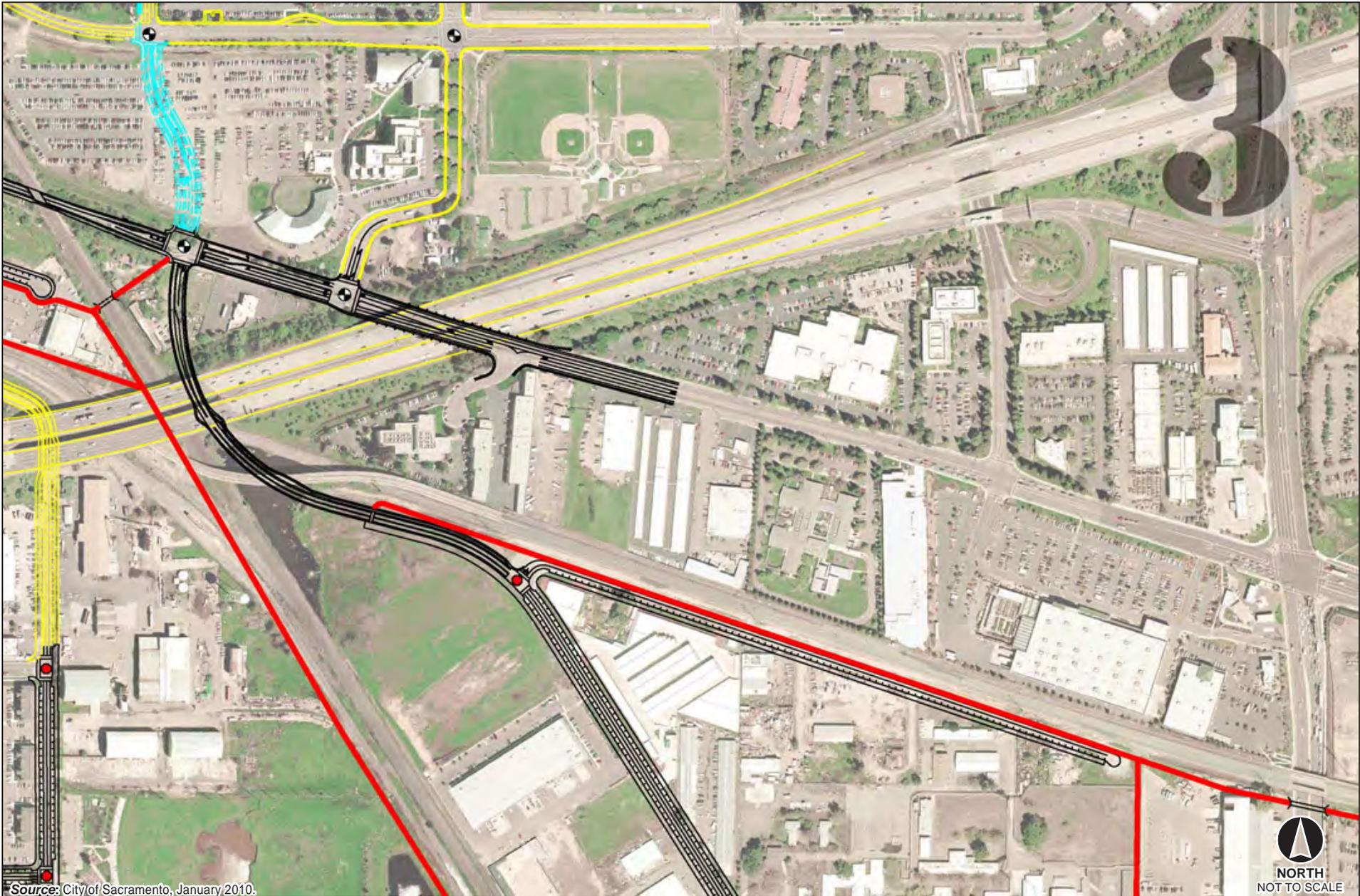
**FIGURE 3-8c**  
**Scenario B Transportation Network – Inset 2**



0D5136201

65th Street EIR

01001 | JCS | 10



Source: City of Sacramento, January 2010.

FIGURE 3-8d  
**Scenario B Transportation Network – Inset 3**



0D5136201

65th Street EIR

01001 JCS | 10



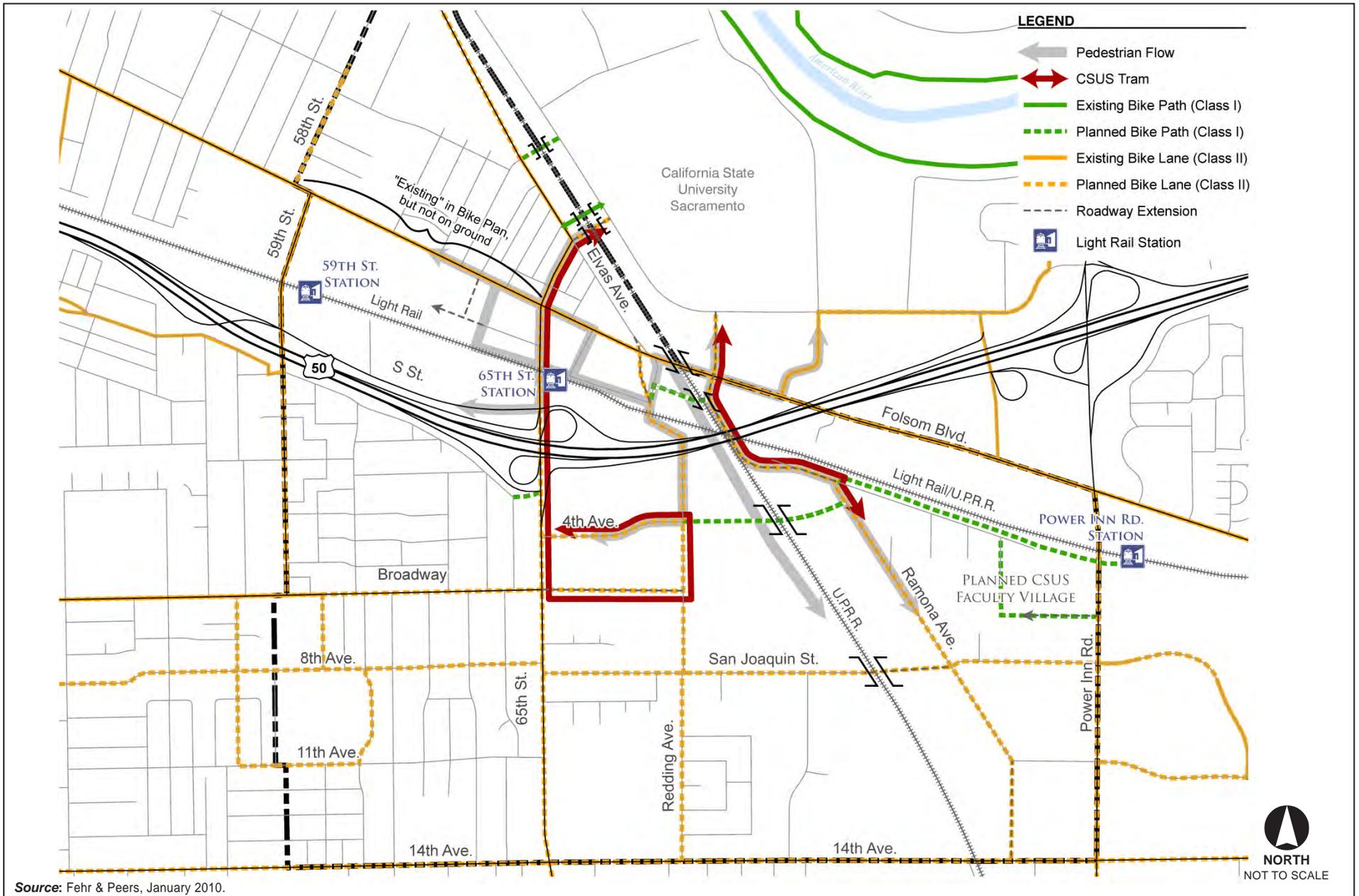
Source: City of Sacramento, January 2010.

**FIGURE 3-8e**  
**Scenario B Transportation Network – Inset 4**



0D5136201



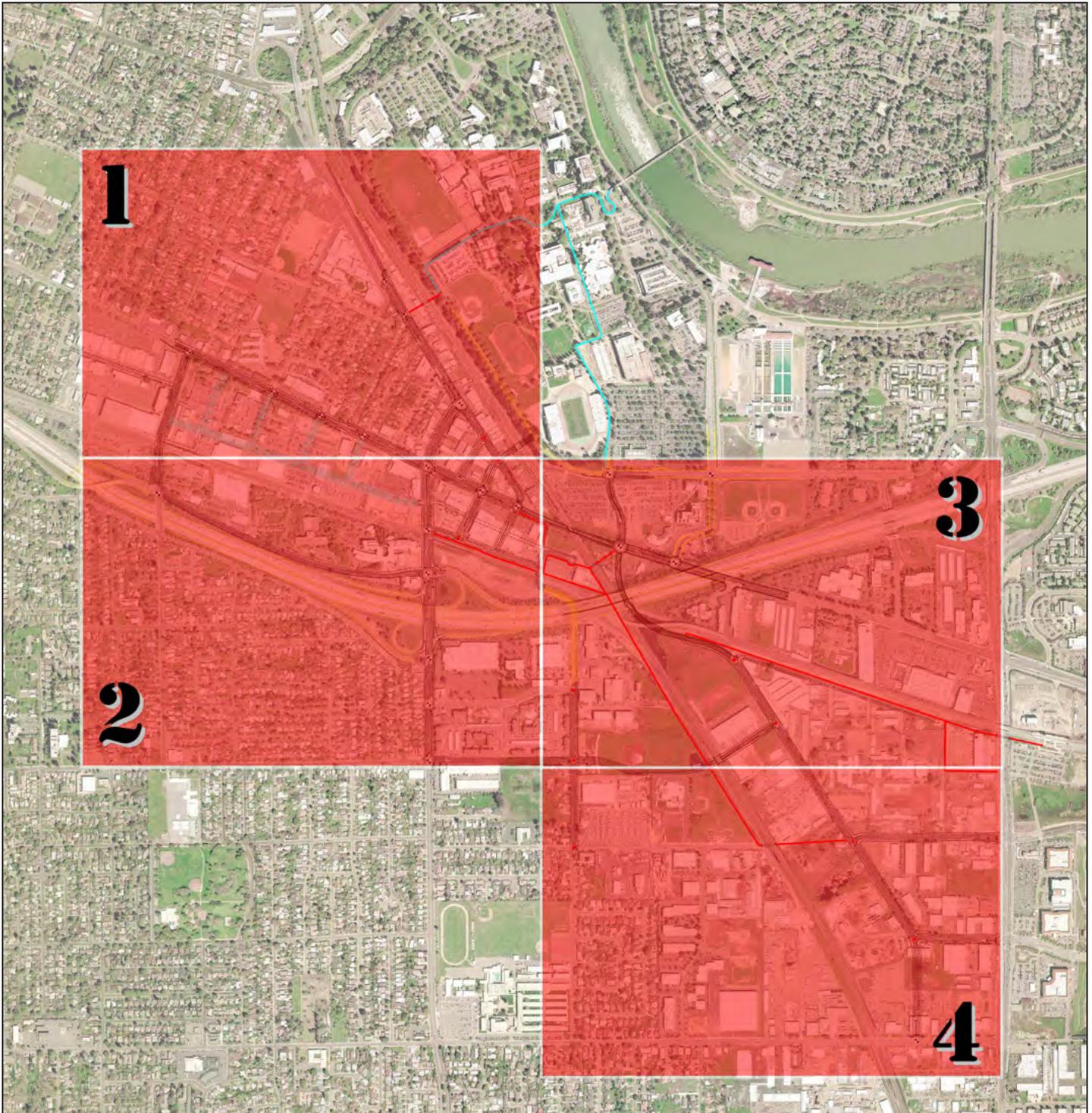


**FIGURE 3-9**  
**Scenario B - Bicycle, Pedestrian, and Transit Network**



0D5136201

011001 JCS 110



Source: City of Sacramento, January 2010.



FIGURE 3-10a  
Scenario C Transportation Network – Index Sheet

0D5136201

65th Street EIR

011001 | JCS | 10



Source: City of Sacramento, January 2010.

**FIGURE 3-10b**  
**Scenario C Transportation Network – Inset 1**



0D5136201

65th Street EIR

011001 JCS | 10

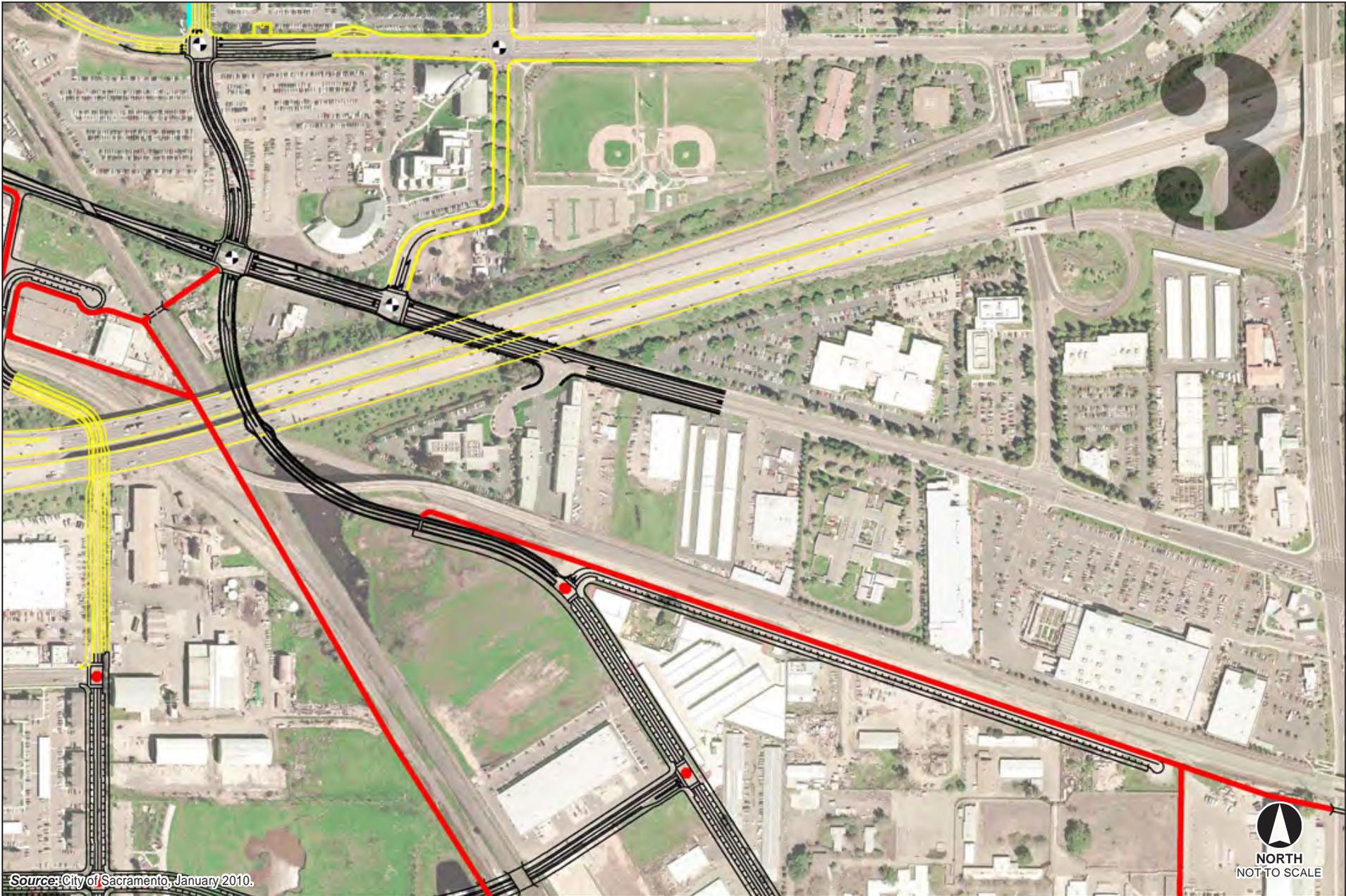


Source: City of Sacramento, January 2010.

FIGURE 3-10c  
**Scenario C Transportation Network – Inset 2**



0D5136201



Source: City of Sacramento, January 2010.

**FIGURE 3-10d**  
**Scenario C Transportation Network – Inset 3**



0D5136201

65th Street EIR

01001 | JCS | 10



Source: City of Sacramento, January 2010.

**FIGURE 3-10e**  
**Scenario C Transportation Network – Inset 4**



0D5136201

01001 JCS 110

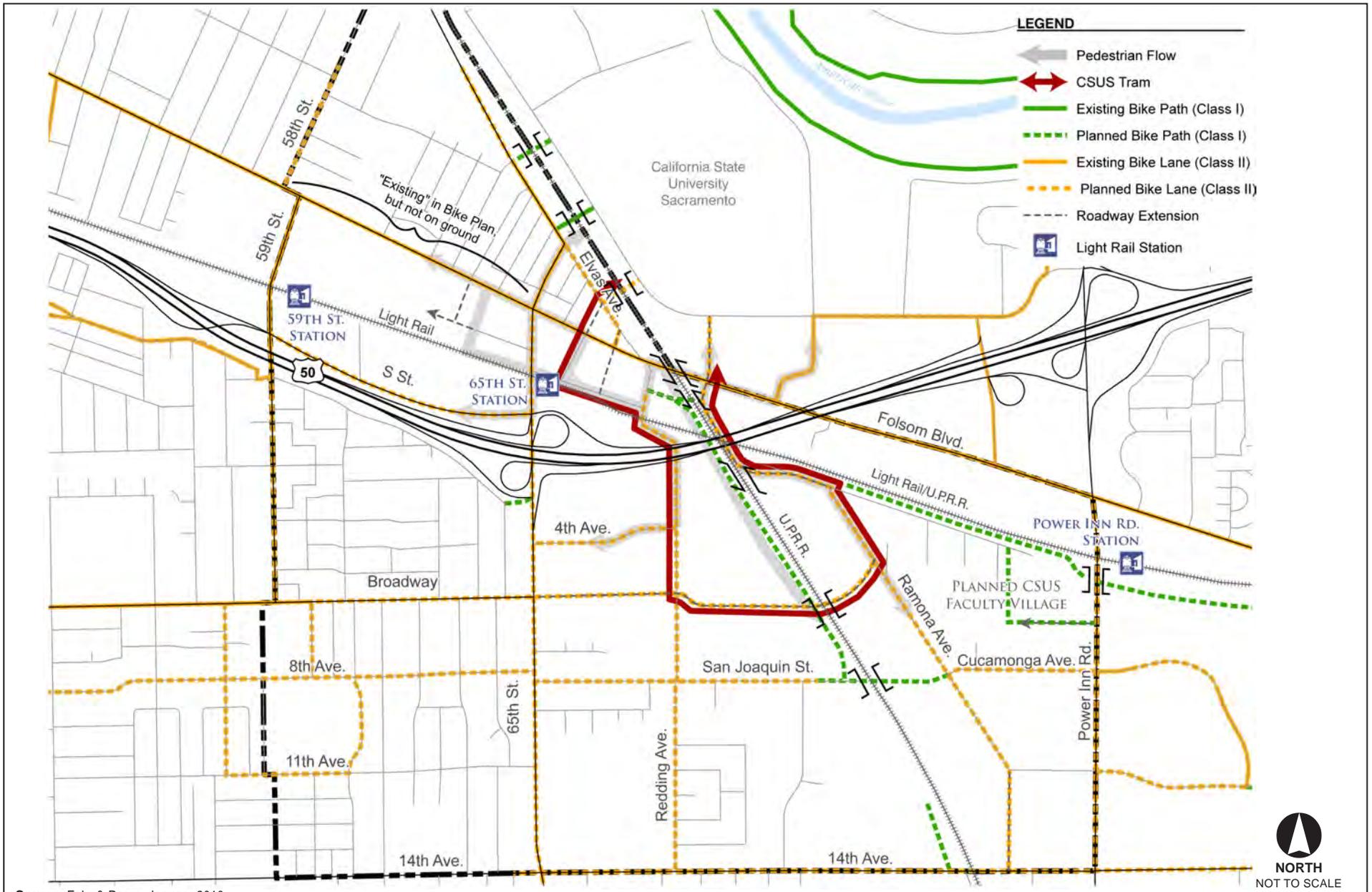


FIGURE 3-11  
**Scenario C - Bicycle, Pedestrian, and Transit Network**



0D5136201

011001 JCS | 10

### **3. LIST OF AGENCIES AND PERSONS COMMENTING**

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#### **FEDERAL AGENCIES**

1. U.S. Army Corps of Engineers, Kathleen A. Dadey, Ph.D., Chief, California Delta Branch, Sacramento District, November 25, 2009.

#### **STATE AGENCIES**

2. California Department of Transportation (Caltrans), District 3 – Sacramento Area Office, Alyssa Begley, Chief, Office of Transportation Planning – South, December 14, 2009.
3. Governor's Office of Planning and Research, State Clearinghouse and Planning Unit, Scott Morgan, Acting Director, State Clearinghouse, December 17, 2009.

#### **LOCAL AGENCIES**

4. County of Sacramento, Municipal Services Agency, Department of Transportation, Kamal Atwal, P.E., Associate Transportation Engineer, November 5, 2009.
5. Sacramento Area Sewer District (SASD), Salam A. Khan, P.E., Development Services, November 18, 2009.
6. Sacramento Municipal Utility District (SMUD), Jerry Clark, Land Agent – Real Estate Services, December 8, 2009.
7. Sacramento Metropolitan Air Quality Management District (SMAQMD), Joseph James (J.J.) Hurley, Air Quality Planner/Analyst, December 15, 2009.
8. Sacramento Regional Transit District, Don Smith, Senior Planner, revised December 15, 2009.

#### **INDIVIDUALS AND ORGANIZATIONS**

9. Matthew C. and Amy S. Schaedler, November 3, 2009.
10. Roxanne Fuentes, December 13, 2009.
11. Dimension Properties, Scott Lee, Managing Partner, December 14, 2009.
12. RR Sacramento LLC, Robert A. Rosenberg, CCIM, Managing Member, December 15, 2009.



## 4. COMMENTS AND RESPONSES

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This section contains the comment letters that were received on the Draft EIR. Following each comment letter is a response by the City intended to either supplement, clarify, or amend information provided in the Draft EIR or refer the reader to the appropriate place in the document where the requested information can be found. Comments that are not directly related to environmental issues may be discussed or noted for the record. Where text changes in the Draft EIR are warranted based upon comments on the Draft EIR, those changes are generally included following the response to comment. However, in some cases when the text change is extensive, the reader is instead referred to Chapter 2, Text Changes, where all the text changes can be found.





REPLY TO  
ATTENTION OF

**DEPARTMENT OF THE ARMY**  
**U.S. ARMY ENGINEER DISTRICT, SACRAMENTO**  
**CORPS OF ENGINEERS**  
**1325 J STREET**  
**SACRAMENTO CA 95814-2922**

November 25, 2009

Regulatory Division SPK-2009-01555

Jennifer Hageman  
Senior Planner, City of Sacramento  
Community Development Department  
300 Richards Boulevard  
Sacramento, California 95811

Dear Ms. Hageman:

We are responding to your request for comments on the 65th Street Station Area Plan project. The approximately 1,025-acre project is located in the eastern part of the city in the area of 65<sup>th</sup> Street and Highway 50, in the City of Sacramento, Sacramento County, California. Your identification number is SPK-2009-01555.

Based on review of the available information, there may be waters of the United States in the project area. The Corps of Engineers' jurisdiction within the study area is under the authority of Section 404 of the Clean Water Act for the discharge of dredged or fill material into waters of the United States. Waters of the United States include, but are not limited to, rivers, perennial or intermittent streams, lakes, ponds, wetlands, vernal pools, marshes, wet meadows, and seeps. Project features that result in the discharge of dredged or fill material into waters of the United States will require Department of the Army authorization prior to starting work.

To ascertain the extent of waters on the project site, you should prepare a wetland delineation, in accordance with the "Minimum Standards for Acceptance of Preliminary Wetland Delineations", under "Jurisdiction" on our website at the address below, and submit it to this office for verification. A list of consultants that prepare wetland delineations and permit application documents is also available on our website at the same location.

The range of alternatives considered for this project should include alternatives that avoid impacts to wetlands or other waters of the United States. Every effort should be made to avoid project features which require the discharge of dredged or fill material into waters of the United States. In the event it can be clearly demonstrated there are no practicable alternatives to filling waters of the United States, mitigation plans should be developed to compensate for the unavoidable losses resulting from project implementation.

-2-

Please refer to identification number SPK-2009-01555 in any correspondence concerning this project. If you have any questions, please contact Mary Pakenham-Walsh at the U.S. Army Corps of Engineers Regulatory Division, California Delta Branch, 1325 J Street, Room 1480 Sacramento, CA 95814-2922, email *Mary.R.Pakenham-Walsh@usace.army.mil*, or telephone 916-557-7718. For more information regarding our program, please visit our website at *www.spk.usace.army.mil/regulatory.html*.

Sincerely,

A handwritten signature in black ink, appearing to read "Kathleen A. Dadey". The signature is fluid and cursive, with a large initial "K" and a distinct "A" and "D" in the middle.

Kathleen A. Dadey, Ph.D.  
Chief, California Delta Branch  
Sacramento District

**LETTER 1: U.S. ARMY ENGINEER DISTRICT, SACRAMENTO, CORPS OF ENGINEERS**

**Response to Comment 1-1**

Biological resources, including wetlands, are discussed in Item 8, Biological Resources in the Initial Study (see Draft EIR, Appendix C). The City's environmental consultant conducted a site reconnaissance of the project area in March 2009 (see Appendix A of the Initial Study). At that time, it was determined that there are likely seasonal wetland and freshwater marsh habitats located south of US 50 and east of the UPRR tracks, and in roadside drainages throughout the project area. Because it is likely that wetlands are present in the project area and could be disturbed by the construction of the proposed project (either Scenario B or C), Mitigation Measure 9 (a) would require a wetland delineation be prepared for any wetlands in the project area that would be disturbed as a result of the proposed project. Mitigation Measure 9 (b) and (c) establish protocol for wetland preservation or mitigation, as necessary.

**Response to Comment 1-2**

As discussed in Response to Comment 1-1, Mitigation Measure 9 in the Initial Study outlines requirements for preparing a wetland delineation, and establishing protocol for preservation, and mitigation.

**Response to Comment 1-3**

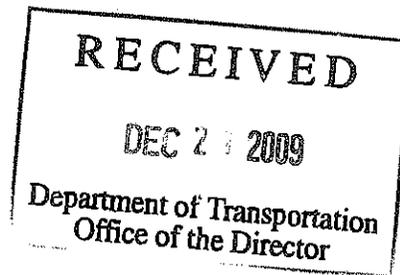
As described in Chapter 6, Alternatives, alternatives to the proposed project were evaluated. Both Alternative A and Alternative D would implement fewer improvements south of US 50 where the majority of the potential wetland features are located. Implementation of either alternative would include development of transportation elements south of US 50 that have already been approved through previous plans including the 65<sup>th</sup> Street/University Transit Village Plan (TVP) and the South 65<sup>th</sup> Street Area Plan. The alternatives proposed in the 65<sup>th</sup> Street Station Area Plan (proposed project) would not impact potential wetlands beyond what has already been analyzed. Please see Response to Comment 1-2.



**DEPARTMENT OF TRANSPORTATION**  
 DISTRICT 3 – SACRAMENTO AREA OFFICE  
 VENTURE OAKS – MS 15  
 P.O. BOX 942874  
 SACRAMENTO, CA 94274-0001  
 PHONE (916) 274-0635  
 FAX (916) 274-0648  
 TTY (530) 741-4509



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December 14, 2009

03-2009-SAC0057  
 03-SAC-50 PM 2.628  
 65<sup>th</sup> Street Station Area Plan  
 Draft Environmental Impact Report  
 SCH #2008052069

Mr. Fedolia Harris  
 City of Sacramento  
 New City Hall  
 915 I Street, 2<sup>nd</sup> Floor  
 Sacramento, CA 95814

Dear Mr. Harris:

Thank you for the opportunity to review and comment on the 65<sup>th</sup> Street Station Area Plan, Draft Environmental Impact Report (DEIR). The 1,025 acre project area around 65<sup>th</sup> Street and US 50 proposes to review and update current circulation network mitigation in the area and develop circulation plans to the area east and south of the 65<sup>th</sup> Street Area Plan to Power Inn Road and 14<sup>th</sup> Avenue in order to accommodate planned land uses and densities. Our comments are as follows:

- Impact 4.3-3 – “Under Existing plus Project conditions, the existing freeway system would be adversely affected under project Scenarios B and C.” Caltrans agrees with the mitigation measure for this impact, which states “All future development within the project area shall be required to participate in the 65<sup>th</sup> Street Station Area Finance Plan or whatever financing mechanism is in place to fund, on a fair share basis, the cost of widening the westbound US 50 off-ramp at 65<sup>th</sup> Street.” 2-1
- Caltrans requests that the City require fair share mitigation for the installation of a ramp meter on the loop on ramp from southbound 65<sup>th</sup> Street to eastbound US 50 to help reduce impacts, as identified in Impacts 4.3-3, within the congested US 50 corridor. 2-2

Mr. Fedolia Harris  
December 14, 2009  
Page 2

- Caltrans requests that the City require fair share mitigation toward the future US 50 Bus/Carpool lanes project from Watt to downtown to help reduce impacts, as identified in Impact 4.3-3, within the congested US 50 corridor.

2-3

If you have any questions about these comments contact Gabriel Corley at (916) 274-0611.

Sincerely,



ALYSSA BEGLEY, Chief  
Office of Transportation Planning—South

**LETTER 2 CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)**

**Response to Comment 2-1**

The comment is noted and forwarded to the decision makers for their consideration.

**Response to Comment 2-2**

If the 65<sup>th</sup> Street Station Area Financing Plan includes the US 50 HOV widening project, the nexus study determines the amount of the fair share contribution for that project, and impact fees are adopted to implement the Plan before the state undertakes construction of the HOV project, then developments within the 65<sup>th</sup> Street Station Area Plan project area will be required to pay their fair share for that improvement in accordance with the Mitigation Fee Act (Government Code section 66000 et seq.).

**Response to Comment 2-3**

Please see Response to Comment 2-2.





CYNTHIA BRYANT  
DIRECTOR



ARNOLD SCHWARZENEGGER  
GOVERNOR

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT

December 17, 2009

Fedolia "Sparky" Harris  
City of Sacramento  
915 I Street, 2nd Floor  
Sacramento, CA 95814

Subject: 65th Street Station Area Plan  
SCH#: 2008052069

Dear Fedolia "Sparky" Harris:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on December 14, 2009, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan  
Acting Director, State Clearinghouse

3-1

Document Details Report  
State Clearinghouse Data Base

Letter 3

**SCH#** 2008052069  
**Project Title** 65th Street Station Area Plan  
**Lead Agency** Sacramento, City of

---

**Type** EIR Draft EIR  
**Description** The project analyzes three scenarios for roadway, bicycle, pedestrian, and transit improvements within the 65th Street Station Area. These circulation improvements would support existing and planned land uses in the area.

---

**Lead Agency Contact**

**Name** Fedolia "Sparky" Harris  
**Agency** City of Sacramento  
**Phone** (916) 808-2996 **Fax**  
**email**  
**Address** 915 I Street, 2nd Floor  
**City** Sacramento **State** CA **Zip** 95814

---

**Project Location**

**County** Sacramento  
**City** Sacramento  
**Region**  
**Lat / Long** 38° 33' 16.50" N / 121° 25' 39.87" W  
**Cross Streets** Folsom Boulevard and 65th Street  
**Parcel No.**  
**Township** **Range** **Section** **Base**

---

**Proximity to:**

**Highways** US 50, Highway 16  
**Airports**  
**Railways** Union Pacific Railroad  
**Waterways** American River  
**Schools** California State University, Sacramento  
**Land Use**

---

**Project Issues** Cumulative Effects; Noise; Traffic/Circulation

---

**Reviewing Agencies** Resources Agency; Department of Fish and Game, Region 2; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 3; Regional Water Quality Control Bd., Region 5 (Sacramento); Department of Toxic Substances Control; Native American Heritage Commission

---

**Date Received** 10/29/2009 **Start of Review** 10/29/2009 **End of Review** 12/14/2009

**LETTER 3 GOVERNOR'S OFFICE OF PLANNING AND RESEARCH**

**Response to Comment 3-1**

The comment is noted and forwarded to the decision makers for their consideration.





**Municipal Services Agency**

**Department of Transportation**

Michael J. Penrose, Director

Terry Schutten, County Executive  
Paul J. Hahn, Agency Administrator

**County of Sacramento**

November 5, 2009

Ms. Jennifer Hageman  
City of Sacramento  
Community Development Department  
300 Richards Boulevard  
Sacramento, CA 95811

**SUBJECT: COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)  
FOR 65<sup>TH</sup> STREET STATION AREA PLAN (TH 16)**

Dear Ms. Hageman:

The Sacramento County Department of Transportation has received a notice of availability of DEIR for the 65th Street Station Area Plan. We appreciate the opportunity to review this DEIR and have no comments to offer at this time.

4-1

Should you have any questions, please feel free to contact me at (916) 875-2844 or [atwalk@saccounty.net](mailto:atwalk@saccounty.net).

Sincerely,

Kamal Atwal, P.E.  
Associate Transportation Engineer  
Department of Transportation

KA:ka

cc: Matt Darrow, DOT  
Dean Blank, DOT  
Mary Anne Dann, MSA

*"Leading the Way to Greater Mobility"*



Design & Planning: 906 G Street, Suite 510, Sacramento, CA 95814 . Phone: 916-874-6291 . Fax: 916-874-7831  
Operations & Maintenance: 4100 Traffic Way, Sacramento, CA 95827 . Phone: 916-875-5123 . Fax: 916-875-5363  
[www.sacdot.com](http://www.sacdot.com)



**LETTER 4: COUNTY OF SACRAMENTO, MUNICIPAL SERVICES AGENCY,  
DEPARTMENT OF TRANSPORTATION**

**Response to Comment 4-1**

The comment is noted and forwarded to the decision makers for their consideration.





**SACRAMENTO AREA  
SEWER DISTRICT**  
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November 18, 2009  
E225.000

Jennifer Hageman  
City of Sacramento  
300 Richards Boulevard, Third Floor  
Sacramento, CA 95811

**Subject: 65<sup>th</sup> Street Station Area Plan  
Notice of Availability for a Draft Environmental Impact  
Report (DEIR)**

**Board of Directors**

Representing:

County of Sacramento  
City of Citrus Heights  
City of Elk Grove  
City of Folsom  
City of Rancho Cordova  
City of Sacramento

**Mary K. Snyder**  
*District Engineer*

**Christoph Dobson**  
*Director of Operations*

**Stan R. Dean**  
*Director of Policy and Planning*

**Marcia Maurer**  
*Chief Financial Officer*

**Claudia Goss**  
*Director of Communications*

10545 Armstrong Avenue  
Mather, California 95655  
Tel 916.876.6000  
Fax 916.876.6160  
www.sacsewer.com

Dear Ms. Hageman:

Sacramento Area Sewer District (SASD) has reviewed the Notice of Availability for the Draft Environmental Impact Report (DEIR) for the subject project. The Sacramento Regional County Sanitation District (SRCSD) may comment in a separate letter.

The 65<sup>th</sup> Street Station Area Plan project is one of the final steps required to plan for mixed use, pedestrian-oriented neighborhoods in the area of the 65<sup>th</sup> Street/University Light Rail station.

A portion of the subject project, bounded by Folsom Blvd on north, Power Inn Rd on east, 14<sup>th</sup> Ave on south and UPRR track on west, is within the boundary of SASD. Rest of the project area is served by the City of Sacramento sewer collection systems. However, all the areas are within the SRCSD boundary and served by the SRCSD interceptors and the wastewater treatment plant.

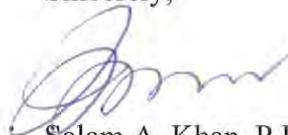
The area to be served by SASD has existing sewer infrastructure in place and could be used to support future development. However, new public collector sewer lines will likely be required to connect each new parcel and potentially each new building to existing SASD sewer system. The University Village proposed within this area may need more onsite collector sewer line to support faculty and staff housing.

We expect that if the project is subject to currently established policies, ordinances, fees, and to conditions of approval, then mitigation measures within the EIR will adequately address the sewage aspects of the project. We anticipate a less than significant impact to the sewage facilities due to mitigation.

Jennifer Hageman  
Page 2  
November 18, 2009

If you have any questions regarding these comments, please call Amandeep Singh at (916) 876-6296 or myself at (916) 876-6094.

Sincerely,



Salam A. Khan, P.E.  
Sacramento Area Sewer District  
Development Services

SK/CM: ms

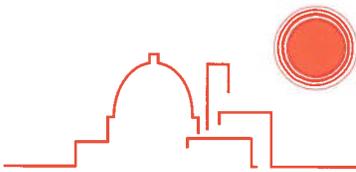
cc: File  
SRCSD Development Services

**LETTER 5: SACRAMENTO AREA SEWER DISTRICT (SASD)**

**Response to Comment 5-1**

The 65<sup>th</sup> Street Station Area Plan does not propose development of any land uses in the project area. The Plan focuses on creating a complete transportation network including improving and expanding facilities to better serve vehicular, transit, pedestrian, and bicycle uses. No parcels would be developed as a result of this project; therefore, there would be no changes to the existing sewer system.





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December 8, 2009

City of Sacramento, Community Development Department  
Attn: Jennifer Hageman, Senior Planner  
300 Richards Boulevard  
Sacramento, CA 95811

**Subject:** Response to the 65<sup>th</sup> Street Station Area Plan

Jennifer Hageman,

The 65<sup>th</sup> Street Station Area Plan Project will have a minimal impact on SMUD's electrical system. Based on the land use information provided, the project does not increase the electrical demand for this area

6-1

Following is specific electrical requirements of the EIR:

- Existing 12KV OH along Redding Ave
- Existing 69KV OH on the NW side of Redding Ave and along S/S of Redding Ave
- Existing 12KV OH along Ramona Ave
- Existing 12KV UG on the S/S of Folsom Blvd
- Existing 12KV OH along 14<sup>th</sup> Street & N/S of E. Railroad Ave
- Existing 21KV OH on the NS of 65<sup>th</sup> and UG on S/S of 65<sup>th</sup>
- Existing 21KV OH along Elvas Ave

6-2

Should SMUD's electrical transmission facilities be affected, SMUD requests to review proposed improvement plans to ensure consistent uses within their easement area and the safety of the public prior to construction. Should there be any conflict with existing electric facilities; reimbursement for relocation of those facilities is the responsibility of the developer.

6-3

Coordination between the applicant and SMUD will be necessary to identify the exact locations of possible conflict. Compliance with this requirement should ensure that impacts associated with electric services are less than significant.

Standard relocation policies will apply for SMUD's Electric Overhead and Underground facilities where necessary.

Thank you,

Jerry Clark  
Land Agent-Real Estate Services  
SMUD  
6201 S Street, B304  
Sacramento, CA 95817  
[Jclark2@smud.org](mailto:Jclark2@smud.org)



**LETTER 6: SACRAMENTO MUNICIPAL UTILITY DISTRICT**

**Response to Comment 6-1**

The comment is noted and forwarded to the decision makers for their consideration.

**Response to Comment 6-2**

The comment is noted and forwarded to the decision makers for their consideration.

**Response to Comment 6-3**

The comment is noted and forwarded to the decision makers for their consideration.





Larry Greene  
AIR POLLUTION CONTROL OFFICER

December 15, 2009

Jennifer Hageman  
City of Sacramento  
Community Development Department  
300 Richards Boulevard  
Sacramento, CA 95819

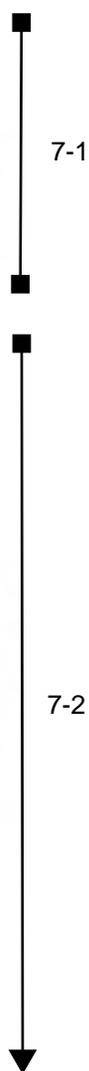
Subject: **65th Street Station Area Plan Draft Environmental Impact Report**  
SMAQMD reference # SAC200701197

Thank you for providing the *65th Street Station Area Plan Draft Environmental Impact Report* (DEIR) to the Sacramento Metropolitan Air Quality Management District (District). Staff comments follow.

1. We applaud the City's decision to re-evaluate previously planned improvements in the area in order to realize the transit village concept envisioned by the 2030 General Plan. Implementation of previously approved projects and mitigation plans for the area, described as scenario A (no project) in the DEIR, could have resulted in the construction of a suburban style roadway network that would be detrimental to bicyclists, pedestrians, and transit users traversing the area. We encourage the City to move forward with a project scenario that maximizes pedestrian, bicycle, and transit access by implementing new connections between Sacramento State, the 65th Transit Village, and forthcoming development occurring to the south and southwest of the project area.
2. Chapter 4, Air Quality, includes the following mitigation measure for the impacts associated with ozone precursors released during construction activities:

*The City shall pay into the SMAQMD's construction mitigation fund to offset construction-generated emissions of NOx for construction of any project components or group of components with concurrent construction that exceed daily emission threshold of 85 lbs/day. The project developer shall coordinate with the SMAQMD for payment of fees into the Heavy-Duty Low- Emission Vehicle Program designed to reduce construction related emissions within the region. Fees shall be paid based upon the current SMAQMD Fee of \$16,000/ton of NOx emissions generated. This fee shall be paid prior to the issuance of grading or other permits or at a date acceptable to the SMAQMD. The City shall keep track of actual equipment use and their NOx emissions on a monthly basis and reported to the SMAQMD. Based on these monthly NOx emissions reports, mitigation fees can be adjusted accordingly for payment to the SMAQMD.*

The air quality mitigation fee for construction emissions impacts is based on the statewide Carl Moyer Program Guidelines, which are set by the California Air Resources Board. These guidelines are updated periodically to reflect changes in cost of mitigation programs and other factors. While the DEIR does reference the correct current fee amount of \$16,000 per ton, this reference could be come outdated because of future updates to the Carl Moyer Program guidelines. To resolve this potential issue, we



recommend that these references to the current fee be replaced with a reference to the SMAQMD fee per ton in place at the time of ground disturbance.

7-2  
(cont.)

The District prefers the construction mitigation fee for each phase of construction be determined and paid prior to the start of any construction activity on each phase. The project developer must submit a proposed equipment list, construction schedule and emissions calculations to the District to support the fee calculation.

7-3

3. Downtown Sacramento is the number one transit destination in the SACOG region. It also has only 0.51 parking spaces per job meaning that many who work downtown must travel by a mode that is not a single-occupant vehicle. For the 65th Street Station Area to become a sustainable, walkable, and vibrant place, there should be no minimum parking requirements and the City should aggressively work to create parking opportunities through shared public garages instead of bundling parking with each use. This would allow parking used by office workers in the daytime to be utilized by the public at nighttime to support the hospitality industry. It would maximize development while minimizing expensive, space-consuming parking spaces, encourage residents of the village to go to their destinations via foot and bicycle, and encourage visitors to utilize sustainable modes. The Village should also prohibit the bundling of parking, where floor-space and parking-spaces are sold separately, increasing the affordability of live and work spaces while incentivizing transit-oriented living.

7-4

4. Finally, the City should consider the issue of the project's effect on climate change in the final EIR. We made this request in our correspondence on the *Notice of Preparation* for the environmental document, dated June 16, 2008. The California Global Warming Solutions Act of 2006, or AB 32, requires the State to reduce its carbon emissions by approximately 25% by the year 2020. Complementary legislation, SB 375, requires that local governments plan land uses to reduce greenhouse gas emissions. Including climate change analysis in local development project environmental review is an important way to help achieve the goals and objectives of AB 32 and SB 375.

7-5

The California Air Pollution Control Officers Association (CAPCOA) publication *CAPCOA CEQA & Climate Change* provides guidance on addressing project impacts on climate change through CEQA ([www.capcoa.org](http://www.capcoa.org)). Additionally, the Governor's Office of Planning and Research (OPR) has issued a technical advisory on this subject, entitled *CEQA and Climate Change: Addressing Climate Change through CEQA Review* ([www.opr.ca.gov](http://www.opr.ca.gov)). These documents recommend methods of addressing impacts by (1) quantifying projected greenhouse gas emissions; (2) addressing the significance of the project's impact on climate change and (3) identifying project alternatives or mitigation measures, if the project is significant.

Thank you for your consideration of District comments. If you have questions, please contact me at (916) 874-2694 or [jhurley@airquality.org](mailto:jhurley@airquality.org).

Sincerely,

  
 Joseph James Hurley  
 Air Quality Planner/Analyst

c: Larry Robinson, SMAQMD

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**LETTER 7: SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT (SMAQMD)****Response to Comment 7-1**

The comment is noted and forwarded to the decision makers for their consideration.

**Response to Comment 7-2**

To address the issue raised in the comment and to keep the SMAQMD Fee current, Mitigation Measure 4.1-1 (e) on page 4.1-14 of the Draft EIR is revised as follows:

- e) *The City shall pay into the SMAQMD's construction mitigation fund to offset construction-generated emissions of NO<sub>x</sub> for construction of any project components or group of components with concurrent construction that exceed daily emission threshold of 85 lbs/day. The project developer shall coordinate with the SMAQMD for payment of fees into the Heavy-Duty Low-Emission Vehicle Program designed to reduce construction related emissions within the region. Fees shall be paid based upon the then current SMAQMD Fee (dollars per ton of NO<sub>x</sub> emissions generated) of ~~\$16,000/ton of NO<sub>x</sub> emissions generated~~ at the time of ground disturbance. This fee shall be paid prior to the issuance of grading or other permits or at a date acceptable to the SMAQMD. The City shall keep track of actual equipment use and their NO<sub>x</sub> emissions on a monthly basis and reported to the SMAQMD. Based on these monthly NO<sub>x</sub> emissions reports, mitigation fees can be adjusted accordingly for payment to the SMAQMD.*

**Response to Comment 7-3**

Mitigation Measure 4.1-1 (e) on page 4.1-14 of the Draft EIR requires the City to keep track of equipment use and emissions and submit such a list to the SMAQMD monthly.

**Response to Comment 7-4**

The 65th Street Station Area Plan does not propose development of any land uses that would require additional parking to be provided on- or off-site. However, the Plan does recognize the need for on-street parking to support the existing and potential future uses within the project area. As shown in Table 3-2 on pages 3-31 through 3-33 in the Draft EIR, on-street parallel parking is proposed under both Scenarios B and C on various streets throughout the project area. As described in the Plan, "On-street parking provides convenience for shoppers and merchants, creates a large supply of parking that may reduce the need for large and costly surface lots or garages, reduces traffic speeds, and buffers pedestrians from moving traffic. Although on-street parking may appear to promote automobile use within a transit village, it is a critical component in balancing circulation needs and improving the pedestrian environment.

Transit villages benefit from on-street parking on as many streets as possible, and are a key component of Scenarios B and C.”

**Response to Comment 7-5**

The project’s effect on climate change is discussed on page 7 of the Initial Study (see Draft EIR, Appendix C). The discussion concludes that the 65<sup>th</sup> Street Station Area Plan was included in the climate change analysis prepared as part of the City of Sacramento 2030 General Plan Master EIR. The 2030 General Plan includes numerous policies to reduce greenhouse gas (GHG) emissions throughout the city and includes implementation programs to ensure that the City meets the GHG emissions reduction targets outlined in AB 32 and SB 275. Adherence of the Plan to the 2030 General Plan will ensure that GHG reduction targets are met.



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December 15, 2009

Revised  
(Added Comment #'s 5 and 6)

Jennifer Hageman  
City of Sacramento, Development Service Department  
300 Richards Boulevard, 3rd Floor  
Sacramento, CA 95811

NAME OF DEVELOPMENT: 65th Street Station Area Plan

TYPE OF DOCUMENT: Draft EIR

The 65th Street Station Area Plan is located between the UPRR right-of-way on the north, Power Inn Road on the east, 14th Avenue on the south and 59th Street on the west. The Plan includes a mix of land uses and several different roadway scenarios focused around the 65th Street Light Rail Station and Transit Center.

Regional Transit (RT) staff have reviewed the Draft Environmental Impact Report and offer the following comments:

1. At a 65th Station meeting in June or July, Sparky Harris of the City Planning Department and David Solomon of RT's Engineering staff talked about extending the Broadway (Scenario C) or 4th Avenue ped path (scenario B) from Ramona across the triangle of developed property to Brighton. This pedestrian pad is necessary in order to maximize public access to the proposed light rail station from the southerly reaches of Ramona Avenue.

8-1

2. Regarding a proposed new light station between 65th Street and Power Inn Road, any new station would be subject to the review and approval of the Regional Transit Board of Directors and RT station spacing criteria. Should the new station be found appropriate, it is likely that the Board of Directors would require development costs for the station to be from a non-RT source.

8-2

3. Table 3-2 lists Class II Bicycle Lanes to be added on Q Street between 65th Street and Redding Avenue in Scenario C. This will not be possible between 65th Street and 67th Street because of the transit center being relocated there. However, RT will be adding a bicycle lane to Q Street eastbound between 67th Street and Redding Avenue as part of our project.

8-3

4. In "Buildings Requiring Demolition" (Pages 3-35 and 3-36), the list should also include the buildings in the way of the proposed construction of 68th Street (Scenario C).

8-4

5. In mitigation measure 4.3-1 (a), the ITS mitigation improvements need to incorporate not only the cost and financing mechanism, but also the selection of the system, design and implementation, and the systems management approach as stated in the FHWA Traffic Control Systems Handbook Publication Number: FHWA-HOP-06-006. Once implemented, the ITS improvements should be periodically evaluated to assess the resulting benefits in mitigating the unacceptable LOS conditions.

8-5

6. In mitigation measure 4.3-6 (b), the flex lanes along Folsom Blvd. are only mitigating the impact when they are clear of parked vehicles. Therefore, enforcement must include rapid towing response to tow vehicles obstructing the flex lanes during peak hours. The issuance of parking citations will do little to immediately clear an obstruction to traffic flow. This is the same issue RT currently faces for the light rail service at 7th/K Street when a vehicle parked over the limit line on 7th blocks the train movements.

8-6

Thank you for the opportunity to comment. Please send any subsequent documents and hearing notices that pertain to this project as they become available. If you have further questions regarding these recommendations, please contact me at (916) 556-0506 or dsmith@sacrt.com

Sincerely,

Don Smith  
Senior Planner

- c: RoseMary Covington, AGM of Planning and Transit System Development, RT
- Chris Pair, Assistant Planner, RT
- David Solomon, Senior Architect
- John Darragh, Director of Transportation
- Sparky Harris, Senior Planner, City of Sacramento

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**LETTER 8: SACRAMENTO REGIONAL TRANSIT DISTRICT****Response to Comment 8-1**

Scenario C proposes to extend Broadway from 65<sup>th</sup> Street east under the UPRR tracks to connect to Ramona Avenue. This Broadway extension would include facilities for vehicles, bicycles, and pedestrians. Scenario B proposes to construct a pedestrian and bicycle tunnel under the UPRR tracks from Redding Avenue to Ramona Avenue along an extended 4<sup>th</sup> Avenue. Neither extension proposed in Scenarios B or C includes extending a pedestrian path across private property to Brighton Avenue.

In addition, a light rail station is not an element that is proposed as part of the 65<sup>th</sup> Street Station Area Plan. There are two existing light rail stations within the 65<sup>th</sup> Street Station Area Plan project area: one at 59<sup>th</sup> Street and another at 65<sup>th</sup> Street.

**Response to Comment 8-2**

As discussed in Response to Comment 8-1, a new light rail station is not proposed as part of the 65<sup>th</sup> Street Station Area Plan. If, at some point in the future, a new light rail station were proposed as a separate project, that new station would be subject to the review and approval of the Regional Transit (RT) Board of Directors, adherence to RT spacing criteria, and identification of financing.

**Response to Comment 8-3**

As described in Table 3-2 on page 3-31 in the Draft EIR, Scenario C describes the implementation of a Class II bike lane along Q Street from 65<sup>th</sup> Street to Redding Avenue. As indicated in the comment letter, Sacramento RT is proposing as a separate project a bus transfer center along Q Street between 65<sup>th</sup> Street and 67<sup>th</sup> Street, with additional improvements east to Redding Avenue. The south side of Q Street from 65<sup>th</sup> Street to 67<sup>th</sup> Street would include three 'sawtooth' bus berths and there would be three parallel bus berths just east of 67<sup>th</sup> Street as part of RT's project. A Class I bike lane, along with curb and gutter improvements, would be constructed along the south side of Q Street from 67<sup>th</sup> Street to Redding Avenue as part of RT's project. Since a Class I bike path would be constructed in that area as part of RT's project, there would be no need to duplicate bicycle facilities in the same area. As a result, the Class II bike lane along Q Street is no longer a part of the proposed project description. Chapter 2, Changes to the Draft EIR, includes the revised language.

**Response to Comment 8-4**

The text on pages 3-35 and 3-36 of the Draft EIR has been revised to reflect the removal of two buildings as a result of the construction of 68<sup>th</sup> Street under Scenario C. Please see Chapter 2, Changes to the Draft EIR, for more detail.

**Response to Comment 8-5**

The determination of exactly which Intelligent Transportation System (ITS) improvements would be most effective at mitigating impacts in the project area cannot be determined at this time due to the programmatic nature of the environmental assessment. The specific selection of system, design, and implementation details would be determined as individual improvements are constructed over time in the project area. As with other ITS improvements that are implemented by the City of Sacramento, their effectiveness will be determined by the City's Traffic Operations Center staff and subsequent modifications made, as needed, to enhance efficiency over time.

**Response to Comment 8-6**

To address the concern raised in the comment, Mitigation Measure 4.3-6(b) on page 4.3-85 of the Draft EIR has been revised as follows:

- b) *The City of Sacramento shall create flex lanes along Folsom Boulevard that use peak hour parking restrictions and appropriate signing and enforcement (i.e., rapid towing) measures to convert on-street parking to peak hour vehicle use.*

>>> Matt Schaedler <[MSchaed@smud.org](mailto:MSchaed@smud.org)> Tuesday, November 03, 2009 >>>

Good Afternoon,

My name is Matt Schaedler and I am an owner of property that abuts this proposed project. My comments to the Draft EIR for the 65<sup>th</sup> Street Station Area plan (TH16) are as follows;

I am not in favor of the proposed development of 5 or 6 story mixed use structures along the south side of Elvas and the West side of 65<sup>th</sup> St between 63<sup>rd</sup> Street and 59<sup>th</sup> street. These structures will dwarf the adjacent 1-2 story residential neighborhood and a "transitional" sized structure would seem more appropriate; possibly 2-3 stories. I have not seen anything that addresses the alley between 64<sup>th</sup> and 65<sup>th</sup> street. I believe that there may be adverse affects to the properties (noise, traffic, deliveries etc.) and value of said property because of the new uses that the structures will cause. Will new fences or walls be constructed along the alley? Will there be civil work in the alley? Paving etc? Has anyone addressed the question of the possibility of increased crime to the adjacent properties?

■ 9-1  
■ 9-2  
■ 9-3

Thank you in advance for your response.

Matthew C. Schaedler

Amy S. Schaedler

Owners - 64<sup>th</sup> Street



## **LETTER 9: MATTHEW C. AND AMY S. SCHAEGLER**

### **Response to Comment 9-1**

The 65<sup>th</sup> Street Station Area Plan does not propose development of any land uses in the project area. The Plan focuses on creating a complete transportation network including improving and expanding facilities to better serve vehicular, transit, pedestrian, and bicycle uses. The plan that proposes land uses in the area described in the comment is the 65<sup>th</sup> Street/University Transit Village Plan (TVP) which was approved by the Sacramento City Council in 2002.

### **Response to Comment 9-2**

There are no improvements proposed in the 65<sup>th</sup> Street Station Area Plan for the alley that runs from Elvas Avenue to Folsom Boulevard between 64<sup>th</sup> Street and 65<sup>th</sup> Street. No paving, repaving, utilities installation or other civil work is proposed in the alley as a part of the proposed project. Table 3-3, Wet Utilities Improvements, in the Draft EIR has been removed so as to not confuse the reader and give the false impression that major utility improvements are part of the proposed project. However, minor utility improvements such as electrical infrastructure for street and pedestrian lighting, signals, etc.; water lines for landscape irrigation; and storm drainage inlets in the street right-of-way would be part of the project. For more detail, please see Chapter 2, Text Changes. New fences or walls along the alley are not proposed as part of the project. Additional traffic would not be generated by the proposed project because there would be no new uses constructed.

### **Response to Comment 9-3**

Although an increase in crime is a community concern, it is not an environmental issue. As stated above, the proposed project would not construct new land uses (i.e., office or residential uses) or bring additional people into the project area. Instead, the proposed project would redistribute existing traffic in the area and provide for increased pedestrian and bicycle access to move people through the project area. The proposed project is not expected to increase traffic levels in the alley that runs from Elvas Avenue to Folsom Boulevard between 64<sup>th</sup> Street and 65<sup>th</sup> Street and increased noise levels, traffic, or crime is not expected to occur.



**From:** Roxanne Fuentez <rmf323@yahoo.com>  
**To:** <Jhageman@cityofsacramento.org>  
**Date:** 12/13/2009 11:19 PM  
**Subject:** 65th Street Station Area Plan Draft EIR City Project #T15068100 (TH16)

To whom it may concern:

According to page 3-3 of the Draft EIR "The General Plan envisions the 65th Street- Station area as a pedestrian friendly, transit oriented area where people rely less on the automobile...". I fail to see how putting another automobile tunnel at 65th St. and Elvas Avenue (under scenario B) would be conducive toward that goal. This would only serve to put people back in their cars and do less walking and bicycle riding. As it is now, many people walk and bike to and from Sacramento State University using Hornet Crossing. It would be a big mistake to put a big car tunnel under the Union Pacific tracks at 65th St. and Elvas Ave. Another reason for not putting in this tunnel is that it would increase the flood danger for this whole East Sacramento neighborhood as it takes a long time to install flood gates — 1 ½ hours minimum for the small pedestrian tunnel, so for a large car tunnel it will take even longer. I have seen the levee at the American River near Sacramento State University when the water was only a few inches from the top — the train levee is the only thing that would stop floodwaters should the 1st levee be flooded over. Another reason to not put in a car tunnel at 65th Street and Elvas Avenue is that it would destroy a successful business, which employs over 40 people. In addition, if this tunnel were put in, it would severely impact the adjacent residential neighborhood with overflow traffic, noise, and air pollution. The existing access points for cars to CSUS are not directly adjacent to residential neighborhoods, so therefore do not have this impact. The proposed tunnel at 65th St. and Elvas would be a huge waste of taxpayer dollars. It would also increase the instability of the Union Pacific train levee.

A proposed tunnel at 62nd Street and Elvas Ave. for pedestrians and bicyclists would be only 3 blocks from the existing pedestrian/bicycle tunnel (Hornet Crossing) —this is a ridiculous waste of money and totally unnecessary.

A proposed extension of a road from CSUS crossing Folsom Blvd. near the UP overpass and running directly adjacent to the UP heavy rail tracks under U.S. Highway 50 to connect to Ramona Avenue is a bad idea. It would be very dangerous to have a road right next to heavy rail tracks. It would also cross through a wetland area, which provides habitat for numerous wildlife species and a field, which also provides habitat for wildlife. It would also create a logjam of traffic on Folsom Blvd. if another intersection is created at the juncture of the underpass and Folsom Blvd.

There should not be an extension of roadway from Q Street to Folsom Blvd. at 68th St. as this would destroy viable businesses and the resulting intersection is too close to the 65th St. intersection, thus causing even more traffic congestion.

Elvas Avenue should not be shut off near the UP overcrossing as this is the main access point to Elvas Ave. as you are heading west on Folsom Blvd. This would unfavorably impact area businesses.

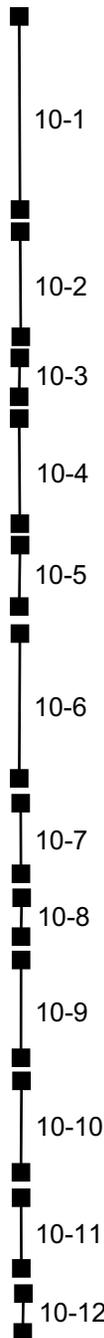
Folsom Blvd. should not be reduced from four lanes to two lanes with a turn lane in the middle from 59th St. to 67th St., as this would completely logjam Folsom Blvd. at rush hours, forcing drivers to divert onto residential side streets. This would impact these residential streets with many cars and their accompanying noise, air pollution, and danger to children and pets — thus severely impacting residents' quality of life. It is unnecessary to construct large new water pipes through the residential areas of 60th Street, 61st Street, 62nd Street, 63rd Street, and 64th Street. These residential areas are not part of the 65th St./ University Transit Village Plan Redevelopment Area and therefore should not be forced into any changes to their neighborhood.

Proposed roads from Broadway to Ramona, and 4th Avenue to Ramona, will only create more traffic in the surrounding neighborhoods and impact area residents' quality of life — these should not be approved. No tunnels should be put through the UP levee to Ramona Ave.

The drainage ditch running alongside the UP heavy rail tracks near CSUS should not be filled in as it provides a backup water runoff area during heavy local rains and flooding.

Sincerely,

Roxanne Fuentez





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## LETTER 10: ROXANNE FUENTEZ

### Response to Comment 10-1

As described on pages 3-36 and 3-37 of the Draft EIR, the purpose of the proposed project is to create a comprehensive, well-balanced circulation system for vehicle, pedestrian, bicycle, and transit users both within and to those passing through the project area. Scenario B proposes to add a new two-lane vehicle/bicycle/pedestrian/Sac State Tram tunnel extension of 65<sup>th</sup> Street north of Elvas Avenue to directly connect the project area to Sacramento State. This tunnel would not only provide vehicular access to and from the campus, but would also expand bicycle, pedestrian, and transit access. This comment is a comment on the 65<sup>th</sup> Street Station Area Plan, and not a comment on the EIR. As such, the comment will be forwarded to the decision makers.

### Response to Comment 10-2

As discussed on page 12 of the Initial Study (see Draft EIR, Appendix C), the entire project area is designated by FEMA as Zone X, which is defined as “areas protected from the 100 year flood by levee, dike, or other structures subject to possible failure or overtopping during larger floods.”<sup>1</sup> The railroad embankment serves as a redundant levee for flood protection in the area. Mitigation Measure 2 in the Initial Study requires that a flood management plan be prepared to assess the flood potential in the project area should a new railroad crossing be installed. The mitigation measure specifies what information shall be included in the flood management plan including details about a planned response should the American River reach the warning stage elevation at American River at the H Street Bridge (40 feet) during construction. As part of the plan, the City shall describe what measures would be taken during construction to ensure that adequate flood protection remains in place. Temporary measures may include, but would not be limited to, construction of a temporary embankment consisting of rock, soil, and plastic sheeting at the undercrossing site.

### Response to Comment 10-3

The commentor’s opinion regarding the proposed undercrossing at 65<sup>th</sup> Street and Elvas Avenue is noted and forwarded to the decision makers for their consideration. Please see also Response to Comment 10-1.

### Response to Comment 10-4

Potential impacts related to the construction and operation of a vehicular undercrossing under the UPRR tracks connecting Elvas Avenue to CSUS (Scenario B) are discussed in sections 4.1 Air Quality, 4.2 Noise, and 4.3 Transportation in the Draft EIR. The stability of the railroad

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1 City of Sacramento, General Plan Update Technical Background Report, June 2005, p. 7.2-8.

embankment would be assessed during subsequent environmental review of the railroad undercrossing.

#### **Response to Comment 10-5**

This commentor's opinion regarding the proposed undercrossing at 62<sup>nd</sup> Street and Elvas is noted and forwarded to the decision makers for their consideration. Please see also Response to Comment 10-1.

#### **Response to Comment 10-6**

The extension of Ramona Avenue north, under US 50 and adjacent to the UPRR tracks and connecting to Folsom Avenue and State University Drive is part of both Scenarios B and C. This element is also part of Scenario A, an alternative analyzed in Chapter 6, Alternatives. Since this element is part of Scenario A, the environmental impacts associated with this roadway extension have already been analyzed in previous environmental documents including the EIR for the South 65<sup>th</sup> Street Area Plan. As shown in Tables 4.3-20, 4.3-24, and 4.3-28, the LOS at the Folsom Boulevard/Ramona Avenue Extension intersection would be similar under Scenarios A, B, or C, respectively, under cumulative conditions. Please see section 4.3, Transportation and Circulation, specifically pages 4.3-55 through 4.3-77 for a full discussion of cumulative LOS, seconds of delay, and traffic volumes at this intersection.

Biological resources in the project area, including a potential wetland feature south of US 50 and east of the UPRR tracks, are discussed in the Initial Study (see Draft EIR, Appendix C). Mitigation Measure 9 in the Initial Study details the requirements for delineating the wetland feature, preserving it, and mitigating for its loss.

#### **Response to Comment 10-7**

Roadway extensions from Q Street to Folsom Boulevard are proposed under both Scenarios B and C. Transportation impacts, including potential traffic congestion, resulting from these extensions are discussed in section 4.3, Transportation, in the Draft EIR. It is also acknowledged in Chapter 3, Project Description, that there is the potential that businesses could be removed as a result of roadway extensions. The comment is noted and forwarded to the decision makers for their consideration.

#### **Response to Comment 10-8**

Access to Elvas Avenue in the project area would not be altered as part of the project. A realignment of the intersection of Elvas Avenue and Folsom Boulevard would occur under both Scenarios B and C, but access to Elvas Avenue would not be removed or changed under the project.

**Response to Comment 10-9**

Scenario C proposes to reduce Folsom Boulevard from four lanes to three lanes from 59<sup>th</sup> Street to 67<sup>th</sup> Street. As discussed under Impact 4.3-2 on pages 4.3-82 and 4.3-83 in the Draft EIR, there would be significant and unavoidable impacts at the Folsom Boulevard/59<sup>th</sup> Street intersection and the Folsom Boulevard/State University Drive intersection under Scenario C. Mitigation Measures 4.3-2 (a) and (b) propose financial contributions to implement Intelligent Transportation System (ITS) improvements and pedestrian and bicycle improvements in the project area. Transportation impacts, including potential traffic congestion and traffic redistribution, resulting from reducing Folsom Boulevard from four lanes to three lanes from 59<sup>th</sup> Street to 67<sup>th</sup> Street are discussed in section 4.3, Transportation and Circulation in the Draft EIR.

**Response to Comment 10-10**

Wet utility improvements such as upsizing water mains is not part of the proposed project. To clarify this point, Table 3-3, Wet Utilities Infrastructure Improvements on pages 3-34 and 3-35 of the Draft EIR has been removed and text added that describes the types of utility improvements that would occur as part of this project.

**Response to Comment 10-11**

As discussed in Chapter 3, Project Description in the Draft EIR, Scenario B proposes to extend San Joaquin Street eastward under the UPRR tracks to connect to Ramona Avenue. Scenario C proposes to extend Broadway eastward under the UPRR tracks to connect to Ramona Avenue. Scenario A, as described in Chapter 6, Alternatives, would extend 4<sup>th</sup> Avenue eastward under the UPRR tracks to connect to Ramona Avenue. Section 4.3, Transportation and Circulation in the Draft EIR further describes potential impacts that could result from extending San Joaquin Street or Broadway under the UPRR tracks.

**Response to Comment 10-12**

The Initial Study (see Draft EIR, Appendix C) describes the existing drainage ditches in the project area. The proposed project would be required to install drain inlets and lateral pipes to manholes in the street right-of-way to assist with handling runoff from the streets. Major drainages along the UPRR tracks are not proposed to be filled under the proposed project. However, as individual project elements are proposed for construction, a detailed analysis of the areas to be affected by the element's construction would be prepared.





December 14, 2009

Ms. Jennifer Hageman, Senior Planner  
Development Services Department  
300 Richards Boulevard, 3rd Floor  
Sacramento, California 95811

Re: Notice of Availability Draft Environmental Impact Report – 65<sup>th</sup> Street Station Area Plan

Dear Ms. Hageman

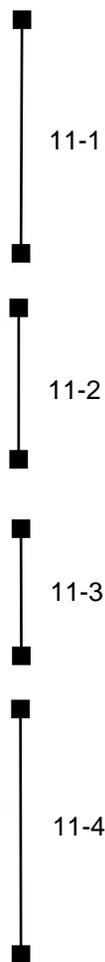
Dimension Properties is the owner of two commercial buildings located on Ramona Avenue, within the proposed 65<sup>th</sup> Street Station Area Plan. These buildings were constructed in the past few years and are presently occupied.

Dimension Properties is very concerned about the proposed improvements of the Area Plan that anticipate new roads and bicycle alignments and tunnels that conflict with our existing structures and future development plans.

Alternative C proposes an extension of Broadway that will bisect our two existing commercial buildings. As proposed, Broadway will cut through the parking and truck loading areas, and likely result in the demolition of both structures due to the anticipated cut slopes as Broadway crosses under the Union Pacific Railroad tracks.

Alternative A, as described in the DEIR shows the extension of 4<sup>th</sup> Avenue, which also crosses under the railroad tracks in the same location as the proposed Broadway extension and also results in the likely destruction of both of our existing commercial buildings.

It is important to note the attached letter dated January 26, 2001. Mr. Nicholas Theocharides writes that the City Council (on September 26, 2000) approved a motion stating "In the event the property (Dimension Properties [sic] is developed prior to the time the City is prepared to acquire right of way and construct the 4<sup>th</sup> Avenue extension, the City will consider alignment alternatives at that time." As described, the property is already developed and therefore the 4<sup>th</sup> Avenue extension of Alternative A, as shown should be deleted.



Alternative B anticipates a Bicycle and Pedestrian crossing (tunnel) of the same railroad tracks instead of an extension of 4<sup>th</sup> Avenue. This extension is proposed immediately north of our buildings and will conflict with future development and project security for the site. This extension is unnecessary due to the location of a crossing nearby to the south, San Joaquin Street.

11-5

Alternative D impacts our property the same as Alternative C. In communications to my consultants, and myself Alternative D was previously described differently. Instead of being a combination of Alternative C north of Hwy. 50 and Alternative A south of Hwy. 50, we were told that Alternative D was to be Alternative C north of Hwy 50 and Alternative B south of Hwy 50.

11-6

The Draft Environmental Impact Report (DEIR) fails to adequately address the impacts of the Broadway and 4<sup>th</sup> Avenue road alignments on improved and unimproved properties. Under the Section titled, Buildings Requiring Demolition, the DEIR fails to describe the demolition that would accompany the 4<sup>th</sup> Avenue undercrossing of the railroad track.

11-7

The DEIR fails to fully describe the air quality, solid waste, cost and economic impact of the 4<sup>th</sup> Avenue and Broadway extensions, which would result in condemnation, and demolition of the existing commercial buildings.

11-8

The DEIR fails to furnish the Mark Thomas Company preliminary undercrossing designs referenced on page 3-30.

11-9

The DEIR fails to include the alignments and extensions of proposed roadways included within Alternative A, but only references them as shown in other documents. The analysis of Alternative Scenarios should include all four alternative scenarios in comparison to each other, not just the three alternatives described in the DEIR.

11-10

The DEIR fails to fully describe the economic feasibility of crossing the Union Pacific Railroad tracks for road and bicycle extensions.

11-11

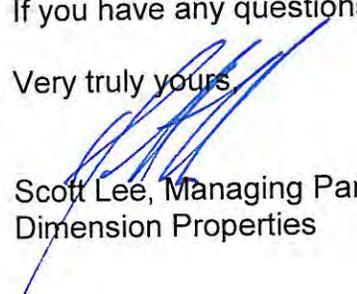
For the above described reasons, and others we believe the DEIR is inadequate and flawed.

As a result, Dimension Properties is opposed to Alternatives A, C and D due to the potential impacts to our property. Please be aware that we are supportive of Alternative B, for the portion of the Plan south of Highway 50, if the proposed bicycle tunnel is deleted from Alternative B.

11-12

If you have any questions, please call me.

Very truly yours



Scott Lee, Managing Partner  
Dimension Properties

Cc. Mr. Fedolia "Sparky" Harris

Attachment



April 23, 2009

Fedolia "Sparky" Harris  
Senior Planner  
City of Sacramento  
Department of Transportation  
New City Hall  
915 I Street, 2nd Floor  
Sacramento, CA 95814

COPY

Re: 65<sup>th</sup> Station Area Study

Dear Sparky:

It was nice to speak with you again last night at the 65<sup>th</sup> Street RAC meeting. It appears that after months of you and your teams hard work, the scope of the project is narrowing. I wanted to put in writing one of my concerns that I have voiced to you and others in the past, last night during the meeting, and again in person after that meeting.

The concern we have is that when we agreed to work with the City back in January 2001 in regards to the proposed improvements to the Power Inn/Folsom Boulevard SEATS Study Ramona Extension alignment, the City would find an alternate location for the 4<sup>th</sup> Avenue Extension. (See attached Letter dated January 26, 2001). We have since made a substantial investment to the property by developing two R&D/Industrial Buildings totaling over 100,000 square feet based on that understanding.

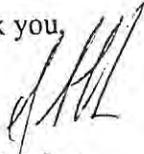
The 4<sup>th</sup> Avenue Extension continues to appear as an option in the original plan (which you are currently calling Option A) and also appears to be shown in the current Option C. The placement of this extension or even having the properties clouded with it's future requirement is devastating to us.

During our recent meetings with you and staff, we have continued to voice our concern and were told that there would be alternate locations and that the City Council would have the opportunity to mix and match the North Highway 50 improvements with the ones to the south. It sounds as if the EIR does allow for this but the options being proposed do not.

We respectfully request a modification to these options eliminating the 4<sup>th</sup> Avenue Extension from bisecting our property.

We are available for further discussions at your convenience.

Thank you,

A handwritten signature in black ink, appearing to read 'SML', written over the 'Thank you,' text.

Scott M. Lee  
Managing Partner  
Dimension Properties

Enclosure  
January 26, 2001 Letter City of Sacramento

cc. Aaron Sussman, Senior Planner  
Kevin McCarty, City of Sacramento Councilmember District 6  
Dick Morton, Morton and Pitalo



DEPARTMENT OF  
PUBLIC WORKS  
  
TECHNICAL SERVICES DIVISION

CITY OF SACRAMENTO  
CALIFORNIA

927 - 10TH STREET  
SUITE 100  
SACRAMENTO, CA  
95811-2702

PH 916 264 8300  
FAX 916 264 8281

January 26, 2001

COPY

Mr. Scott M. Lee  
Sisler & Sisler Construction, Inc.  
11385 Sunrise Park Drive, Suite 100  
Rancho Cordova, CA 95742

SUBJECT: 4<sup>th</sup> Avenue Extension Project

Dear Mr. Lee:

This letter is to confirm that the City Council took the following action on September 26, 2000, regarding the Power Inn/Folsom Blvd Intersection Area Improvements Project EIR (Southeast Area Transportation Study, Phase 1) as it relates to the Extension of 4<sup>th</sup> Avenue from 65<sup>th</sup> Street to Ramona Avenue and is intended to clarify my letter to you of October 11, 2000.

The City Council adopted a General Plan amendment providing for the extension of 4<sup>th</sup> Avenue from 65<sup>th</sup> Street depicted as crossing your property located on Ramona Avenue. However, the motion adopting the amendment included City Council direction that the City shall not condition Application P00 082, or any subsequent development application submitted by the owners or their successors in interest or approval for the property, with the requirement to dedicate the right-of-way or otherwise restrict development for the 4<sup>th</sup> Avenue extension. In the event the property is developed prior to the time the City is prepared to acquire right of way and construct the 4<sup>th</sup> Avenue extension, the City will consider alignment alternatives at that time.

The Council's action reflects the belief of Planning and Public Works staffs that, for efficient traffic circulation, a connection between Ramona and 65<sup>th</sup> Street will be required in the future. Accordingly, we felt that going forward with the adoption of the General Plan amendment at this time was appropriate. There are alternatives to the alignment now depicted in the EIR for the General Plan amendment and should your property be developed, such alternatives will be considered at the time that the City is prepared to move forward with the connection.

If you have any questions, please call me at 264-5065.

Sincerely,

Nicholas Theocharides  
Supervising Engineer

Cc. Fran Halbakken, Principal Engineer  
Barbara Wendt, Senior Planner  
Fred Buderl, Senior Planner  
Bob Jones, Associate Senior Engineer  
Craig Sandberg, Sandberg & Lo Duca

Jan 30 2001

**PUBLICWORKS**

*'Serving the community with quality!'*

## **LETTER 11: DIMENSION PROPERTIES**

### **Response to Comment 11-1**

The comment is forwarded to the decision makers for their consideration.

### **Response to Comment 11-2**

The Draft EIR provides a listing of buildings that would require demolition on pages 3-35 and 3-36 in Chapter 3, Project Description. If the City adopts a transportation or infrastructure plan that would result in the demolition of private property, the City would follow a standard procedure to acquire the property and compensate private property owners prior to construction of the project.

### **Response to Comment 11-3**

Proposed roadway extensions under Scenario A have already been approved as part of the South 65<sup>th</sup> Street Area Plan and as discussed in that EIR. Roadway extensions described under Scenario A are not part of the proposed project, but are included as the No Project alternative addressed in Chapter 6, Project Alternatives.

### **Response to Comment 11-4**

Please see Response to Comment 11-3.

### **Response to Comment 11-5**

This comment refers to the 65<sup>th</sup> Street Station Area Plan, and not the proposed project. Scenario B proposes to provide a Class I bike path from 4<sup>th</sup> Avenue eastward to Ramona Avenue via a grade separated crossing of the UPRR tracks. The proposed alignment of this bike path would cross the Dimension property. The comment is forwarded to the decision makers for their consideration.

### **Response to Comment 11-6**

As described in Chapter 6, Alternatives, Scenario D proposes to develop Scenario C improvements north of US 50 and Scenario A improvements (already approved) south of US 50.

### **Response to Comment 11-7**

The extension of 4<sup>th</sup> Avenue under the UPRR tracks is part of Scenario A, which has previously been approved as part of the South 65<sup>th</sup> Street Area Plan, and is not part of the proposed project.

**Response to Comment 11-8**

The extension of 4<sup>th</sup> Avenue under the UPRR tracks is part of Scenario A, which has previously been approved as part of the South 65<sup>th</sup> Street Area Plan and is not part of the proposed project. Impacts associated with the South 65<sup>th</sup> Street Area Plan were addressed in the EIR for that project (SCH# 2003032012).

**Response to Comment 11-9**

The preliminary undercrossing designs prepared by Mark Thomas and Company, referenced on page 3-30, are not included in the Draft EIR because they are preliminary and were prepared to demonstrate the feasibility of the undercrossings. The preliminary designs are not refined and only serve as estimations for the undercrossings' engineering. However, the preliminary undercrossing designs are available for review at the City offices at Department of Transportation, City Hall, 915 I Street, Second Floor, Sacramento, California 95814.

**Response to Comment 11-10**

The proposed roadway extensions under Scenario A have already been approved as part of project planning documents and analyzed in previous environmental documents. Roadway extensions as described under Scenario A are included as the No Project Alternative and are not required to be analyzed at the same level of detail as the project.

**Response to Comment 11-11**

The California Environmental Quality Act (CEQA) does not require that the economic feasibility of a project be addressed in an EIR. For this reason, the economic feasibility of the UPRR undercrossings is not discussed in the Draft EIR. The comment is forwarded to the decision makers for their consideration.

**Response to Comment 11-12**

The comment is noted and forwarded to the decision makers for their consideration.



December 15, 2009

Jennifer Hageman  
Senior Planner  
City of Sacramento, Development Services Department  
300 Richards Boulevard, 3rd Floor  
Sacramento, CA 95811

RE: 65th Street Station Area Plan

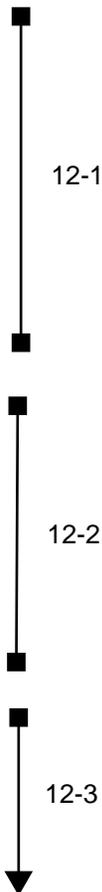
Dear Ms. Hageman:

We are writing as a property and business owner in the above referenced area plan. Our concern is the need in transportation and circulation for an effective timely implantation of a practical pedestrian and bicycle program.

Several years ago to the detriment of the area the cross walk on the north side of Broadway was removed to allow faster northbound turns from Broadway eastbound to northbound 65th. This has been inconvenient, and sometimes difficult for the people on foot and bikes.

The large 780 bed apartment complex on the east side of Broadway and 65th is cut off from the convenience retail and other services across 65th St. There is a bicycle path (which we believe should be included in the bicycle exhibits) on the east side of 65th St, which will connect to the park and circulation on Reading Avenue when completed. In addition it will connect the Sacramento City school district bus and employee yard to the nearest retail.

There is a break crossing 65th St when it gets to the north side of Broadway/65th. Bicycle lanes should be added along Broadway from Redding Avenue west to 59th Street for eventual connection to UC Medical Center complex. When connected with the Redding Avenue connection to CSUS the



Bob Rosenberg CCIM  
RR Sacramento LLC  
P.O. Box 60700  
Sacramento, California 95860  
Voice:(916) 929-6310  
Fax: (916) 929-6391  
E-Mail bobr@investNNN.com





result will be a safer course of travel between these two major employment, cultural and community resources.

Throughout the various planning meetings, general and community plan deliberations and adoptions the need for pedestrian and bicycle ease have been documented and reduced to policy. 65<sup>th</sup> Street has a high volume of traffic and needs pedestrian breaks.

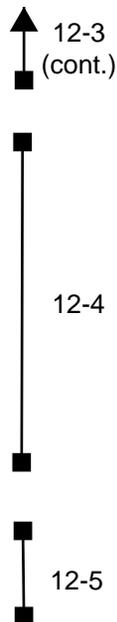
Rapid right turns on 65<sup>th</sup> Southbound onto Broadway west bound need to be more controlled. The improvement of the Kroy pathway is a start but with the Target, the park and area density additional efforts need to be done.

Broadway should be cut through to Redding for circulation. We prefer the tram route down 65<sup>th</sup> to the extended Broadway and back up Redding Avenue to tie the neighborhood together.

Sincerely,

Robert A. Rosenberg, CCIM  
Managing Member

Cc: Tahoe Park Neighborhood Association  
Councilman Kevin McCarthy  
Councilman Steven Cohn  
Fedolia "Sparky" Harris



Bob Rosenberg CCIM  
RR Sacramento LLC  
P.O. Box 60700  
Sacramento, California 95860  
Voice:(916) 929-6310  
Fax: (916) 929-6391  
E-Mail bobr@investNNN.com



## **LETTER 12: RR SACRAMENTO LLC**

### **Response to Comment 12-1**

The comment is noted and forwarded to the decision makers for their consideration.

### **Response to Comment 12-2**

The comment is noted and forwarded to the decision makers for their consideration.

### **Response to Comment 12-3**

Scenario B of the proposed project proposes to construct Class II bike lanes on Broadway from 59<sup>th</sup> Street to Redding Avenue. Scenario C proposes to construct Class II bike lanes on Broadway from 59<sup>th</sup> Street to Ramona Avenue. The comment that bicycle lanes should be added along Broadway from Redding Avenue west to 59<sup>th</sup> Street is noted and forwarded to the decision makers for their consideration.

### **Response to Comment 12-4**

The concerns identified in the comment are noted and forwarded to the decision makers for their consideration.

### **Response to Comment 12-5**

The commentor's preference for a modification to the project is noted and forwarded to the decision makers for their consideration.

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## 5. MITIGATION MONITORING PLAN

---

### INTRODUCTION

The California Environmental Quality Act (CEQA) requires review of any project that could have significant adverse effects on the environment. In 1988, CEQA was amended to require reporting on and monitoring of mitigation measures adopted as part of the environmental review process. This Mitigation Monitoring Plan (MMP) is designed to aid the City of Sacramento in its implementation and monitoring of measures adopted from the 65<sup>th</sup> Street Station Area Plan Draft Environmental Impact Report (EIR).

### MITIGATION MEASURES

The mitigation measures are taken from the 65<sup>th</sup> Street Station Area Plan Draft EIR and are assigned the same number as in the Draft EIR. The MMP describes the actions that must take place to implement each mitigation measure, the timing of those actions, and the entities responsible for implementing and monitoring the actions.

### MMP COMPONENTS

The components of the attached table, which contains applicable mitigation measures, are addressed briefly, below.

**Impact:** This column summarizes the impact stated in the Draft EIR.

**Mitigation Measure:** All mitigation measures that were identified in the 65<sup>th</sup> Street Station Area Plan Draft EIR are presented, and numbered accordingly.

**Action:** For every mitigation measure, one or more actions are described. The actions delineate the means by which the mitigation measures will be implemented, and, in some instances, the criteria for determining whether a measure has been successfully implemented. Where mitigation measures are particularly detailed, the action may refer back to the measure.

**Implementing Party:** This item identifies the entity that will undertake the required action.

**Timing:** Each action must take place prior to the time at which a threshold could be exceeded. Implementation of the action must occur prior to or during some part of project approval, project design or construction or on an ongoing basis. The timing for each measure is identified.

**Monitoring Party:** The City of Sacramento is primarily responsible for ensuring that mitigation measures are successfully implemented. Within the city, a number of departments and divisions would have responsibility for monitoring some aspect of the overall project. Other agencies, such as the Sacramento Metropolitan Air Pollution Control District, may also be responsible for monitoring the implementation of mitigation measures. As a result, more than one monitoring party may be identified.

TABLE 5-1

65<sup>th</sup> STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
<b>4.1 Air Quality</b>					
4.1-1 Construction of the proposed project would generate emissions of ozone precursors.	<b>Scenario B</b>				
	4.1-1 a) The project contractor shall provide a plan, for approval by the SMAQMD, demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, would achieve a project wide fleet-average 20% NO <sub>x</sub> reduction and 45% particulate reduction compared to the most recent CARB fleet average at time of construction.	Provide a plan demonstrating that the heavy-duty off-road vehicles to be used in construction would achieve a project wide fleet-average 20% NO <sub>x</sub> reduction and 45% particulate reduction compared to the most recent CARB fleet average.	Project contractor	Prior to construction	City of Sacramento Community Development Department, SMAQMD
	b) The project contractor shall submit to SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that shall be used an aggregate of 40 or more hours during any phase of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project developer and/or Project contractor shall provide SMAQMD with the anticipated construction timeline, including start date and name and phone number of the project manager and on-	Submit a comprehensive inventory of all off-road construction equipment on a monthly basis that shall be used an aggregate of 40 or more hours during any phase of the construction project.	Project contractor	Prior to and monthly during construction	City of Sacramento Community Development Department, SMAQMD

TABLE 5-1

65<sup>th</sup> STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>site foreman. Acceptable options for reducing emissions include the use of late-model engines, low-emission diesel products, alternative fuels, particulate matter traps, engine retrofit technology, after-treatment products, and/or such other options as become available.</p> <p>c) The project contractor shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40% opacity (or Ringelmann 2.0) shall be repaired immediately and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly by Project contractor personnel certified to perform opacity readings, and a monthly summary of the visual survey results shall be submitted to the SMAQMD throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The above shall not supersede other SMAQMD or state rules and regulations.</p> <p>d) Limit vehicle idling time to five minutes or less.</p>	<p>Ensure that all off-road diesel powered equipment used on the project site do not exceed 40% opacity for more than three minutes in any one hour. Conduct a weekly visual survey of equipment and a monthly summary provided to SMAQMD.</p> <p>Limit vehicle idling time.</p>	<p>Project contractor</p> <p>Project contractor</p>	<p>During construction</p> <p>During construction</p>	<p>City of Sacramento Community Development Department, SMAQMD</p> <p>City of Sacramento Community Development Department, SMAQMD</p>

TABLE 5-1

65<sup>th</sup> STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>e) The City shall pay into the SMAQMD's construction mitigation fund to offset construction-generated emissions of NO<sub>x</sub> for construction of any project components or group of components with concurrent construction that exceed daily emission threshold of 85 lbs/day. The project developer shall coordinate with the SMAQMD for payment of fees into the Heavy-Duty Low-Emission Vehicle Program designed to reduce construction related emissions within the region. Fees shall be paid based upon the current SMAQMD Fee of \$16,000/ton of NO<sub>x</sub> emissions generated. This fee shall be paid prior to the issuance of grading or other permits or at a date acceptable to the SMAQMD. The City shall keep track of actual equipment use and their NO<sub>x</sub> emissions on a monthly basis and reported to the SMAQMD. Based on these monthly NO<sub>x</sub> emissions reports, mitigation fees can be adjusted accordingly for payment to the SMAQMD.</p>	<p>Pay into SMAQMD's construction mitigation fund to offset construction-generated emissions of NO<sub>x</sub>.</p>	<p>Project contractor</p>	<p>Prior to issuance of first grading permit</p>	<p>City of Sacramento Community Development Department, SMAQMD</p>
	<p><b>Scenario B</b> 4.1-2 Future project components shall comply with SMAQMD Rule 403, Fugitive Dust, for demolition and construction phases to reduce emissions of fugitive dust. To ensure compliance with Rule 403, approval to commence project construction shall not be given until the Project contractor submits a construction dust mitigation plan deemed satisfactory by the City and the SMAQMD. This plan shall specify control measures that shall be implemented to ensure that emissions of fugitive dust from being airborne</p>	<p>Comply with SMAQMD Rule 403, Fugitive Dust.</p>	<p>Project contractor</p>	<p>Prior to and during construction</p>	<p>City of Sacramento Community Development Department, SMAQMD</p>

TABLE 5-1

65<sup>th</sup> STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>beyond the property line from which the emission originates, demonstrate the availability of needed equipment and personnel, and identify a responsible individual who, if needed, can authorize the implementation of additional measures. The following measures shall be included, at a minimum, to reduce fugitive dust emissions in compliance with Rule 403:</p> <p>a) All disturbed areas, including storage piles that are not being actively used for construction purposes, shall be watered with sufficient frequency as to maintain soil moistness.</p> <p>b) All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or a chemical stabilizer or suppressant.</p> <p>c) When materials are transported off-site, they shall be covered, effectively wetted to limit visible dust emissions, or maintained with at least 6 inches of freeboard space from the top of the container.</p> <p>d) All operations shall limit or expeditiously remove the accumulation of project-generated mud or dirt from adjacent public streets at least once every 24 hours when operations are occurring.</p>	<p>All disturbed areas shall be watered with sufficient frequency as to maintain soil moistness.</p> <p>All unpaved roads shall be effectively stabilized of dust emissions.</p> <p>Transported materials shall be covered and effectively wetted.</p> <p>Limit or remove the accumulation of project-generated mud or dirt from adjacent public streets.</p>	<p>Project contractor</p> <p>Project contractor</p> <p>Project contractor</p> <p>Project contractor</p>	<p>During construction</p> <p>During construction</p> <p>During construction</p> <p>During construction</p>	<p>City of Sacramento Community Development Department, SMAQMD</p>

TABLE 5-1

65<sup>th</sup> STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	e) Following the addition of materials to, or the removal of materials from, the surfaces of outdoor storage piles, the storage piles shall be effectively stabilized of fugitive dust emissions using sufficient water or a chemical stabilizer or suppressant.	Storage piles shall be effectively stabilized of fugitive dust emissions.	Project contractor	During construction	City of Sacramento Community Development Department, SMAQMD
	f) On-site vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).	Limit speed on unpaved roads to 15 mph.	Project contractor	During construction	City of Sacramento Community Development Department, SMAQMD
	g) Wheel washers shall be installed for all trucks and equipment exiting from unpaved areas or wheels shall be washed manually to remove accumulated dirt prior to leaving the site.	Install wheel washers to remove accumulated dirt from trucks and equipment.	Project contractor	During construction	City of Sacramento Community Development Department, SMAQMD
	h) Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from adjacent project areas with a slope greater than 1 percent.	Install sandbags or other erosion control measures to prevent silt runoff.	Project contractor	During construction	City of Sacramento Community Development Department, SMAQMD
	i) Excavation and grading activities shall be suspended when winds exceed 20 mph.	Suspend excavation and grading when winds exceed 20 mph.	Project contractor	During construction	City of Sacramento Community Development Department, SMAQMD
	j) The extent of areas simultaneously subject to excavation and grading shall be limited, wherever possible, to the minimum area feasible.	Limit areas simultaneously subject to excavation and grading.	Project contractor	During construction	City of Sacramento Community Development Department, SMAQMD



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65<sup>th</sup> STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	c) When materials are transported off-site, they shall be covered, effectively wetted to limit visible dust emissions, or maintained with at least 6 inches of freeboard space from the top of the container.	Transported materials shall be covered and effectively wetted.	Project contractor	During construction	City of Sacramento Community Development Department, SMAQMD
	d) All operations shall limit or expeditiously remove the accumulation of project-generated mud or dirt from adjacent public streets at least once every 24 hours when operations are occurring.	Limit or remove the accumulation of project-generated mud or dirt from adjacent public streets.	Project contractor	During construction	City of Sacramento Community Development Department, SMAQMD
	e) Following the addition of materials to, or the removal of materials from, the surfaces of outdoor storage piles, the storage piles shall be effectively stabilized of fugitive dust emissions using sufficient water or a chemical stabilizer or suppressant.	Storage piles shall be effectively stabilized of fugitive dust emissions.	Project contractor	During construction	City of Sacramento Community Development Department, SMAQMD
	f) On-site vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).	Limit speed on unpaved roads to 15 mph.	Project contractor	During construction	City of Sacramento Community Development Department, SMAQMD
	g) Wheel washers shall be installed for all trucks and equipment exiting from unpaved areas or wheels shall be washed manually to remove accumulated dirt prior to leaving the site.	Install wheel washers to remove accumulated dirt from trucks and equipment.	Project contractor	During construction	City of Sacramento Community Development Department, SMAQMD
	h) Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from adjacent project areas with a slope greater than 1 percent.	Install sandbags or other erosion control measures to prevent silt runoff.	Project contractor	During construction	City of Sacramento Community Development Department, SMAQMD

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Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	i) Excavation and grading activities shall be suspended when winds exceed 20 mph.	Suspend excavation and grading when winds exceed 20 mph.	Project contractor	During construction	City of Sacramento Community Development Department, SMAQMD
	j) The extent of areas simultaneously subject to excavation and grading shall be limited, wherever possible, to the minimum area feasible.	Limit areas simultaneously subject to excavation and grading.	Project contractor	During construction	City of Sacramento Community Development Department, SMAQMD
<b>4.3 Transportation and Circulation</b>					
<b>4.3-1 Under Existing plus Project conditions, project Scenarios B and C would result in roadway segments within the project area operating at unacceptable LOS conditions.</b>	<b>Scenario B</b>				
	4.3-1 a) At the time of issuance of building permits, all future development within the project area shall be required to participate in the 65th Street Station Area Finance plan or whatever financing mechanism is in place to fund, on a fair-share basis, the cost of the City of Sacramento Traffic Operations Center to implement ITS improvements on all major streets including Elvas Avenue, Folsom Boulevard, and 65 <sup>th</sup> Street.	Require all future development within the project area to participate in the 65 <sup>th</sup> Street Station Area Finance plan.	City of Sacramento Department of Transportation	At the time of issuance of building permits.	City of Sacramento Community Development Department
	b) All future development within the project area shall be required to participate in the 65th Street Station Area Finance plan or whatever financing mechanism is in place to fund, on a fair-share basis, the cost of designated pedestrian and bicycle improvements in the study area.	Require all future development within the project area to participate in the 65th Street Station Area Finance plan.	City of Sacramento Community Development Department	At the time of issuance of building permits.	City of Sacramento Community Development Department

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65<sup>th</sup> STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p><b>Scenario C</b></p> <p>4.3-1 a) At the time of issuance of building permits, all future development within the project area shall be required to participate in the 65th Street Station Area Finance plan or whatever financing mechanism is in place to fund, on a fair-share basis, the cost of the City of Sacramento Traffic Operations Center to implement ITS improvements on all major streets including Elvas Avenue, Folsom Boulevard, and 65th Street.</p> <p>b) All future development within the project area shall be required to participate in the 65th Street Station Area Finance plan or whatever financing mechanism is in place to fund, on a fair-share basis, the cost of designated pedestrian and bicycle improvements in the study area.</p>	<p>Require all future development within the project area to participate in the 65th Street Station Area Finance plan.</p> <p>Require all future development within the project area to participate in the 65th Street Station Area Finance plan.</p>	<p>City of Sacramento Department of Transportation</p> <p>City of Sacramento Community Development Department</p>	<p>At the time of issuance of building permits.</p> <p>At the time of issuance of building permits.</p>	<p>City of Sacramento Community Development Department</p> <p>City of Sacramento Community Development Department</p>
4.3-2 Under Existing plus Project conditions, project Scenarios B and C would result in intersections within the study area that would operate at an unacceptable LOS.	<p><b>Scenario B</b></p> <p>4.3-2 a) Implement Mitigation Measure 4.3-1(a). b) Implement Mitigation Measure 4.3-1(b).</p>	See Mitigation Measure 4.3-1(a) and (b).			
	<p><b>Scenario C</b></p> <p>4.3-2 a) Implement Mitigation Measure 4.3-1(a). b) Implement Mitigation Measure 4.3-1(b).</p>	See Mitigation Measure 4.3-1(a) and (b).			

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65<sup>th</sup> STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
4.3-3 Under Existing plus Project conditions, the existing freeway system would be adversely affected under project Scenarios B and C.	<b>Scenario B</b> 4.3-3 All future development within the project area shall be required to participate in the 65 <sup>th</sup> Street Station Area Finance plan or whatever financing mechanism is in place to fund, on a fair-share basis, the cost of widening the westbound US 50 off-ramp at 65 <sup>th</sup> Street.	Require all future development within the project area to participate in the 65 <sup>th</sup> Street Station Area Finance plan.	City of Sacramento Community Development Department	At the time of issuance of building permits.	City of Sacramento Community Development Department
	<b>Scenario C</b> 4.3-3 All future development within the project area shall be required to participate in the 65 <sup>th</sup> Street Station Area Finance plan or whatever financing mechanism is in place to fund, on a fair-share basis, the cost of widening the westbound US 50 off-ramp at 65 <sup>th</sup> Street.	Require all future development within the project area to participate in the 65 <sup>th</sup> Street Station Area Finance plan.	City of Sacramento Community Development Department	At the time of issuance of building permits.	City of Sacramento Community Development Department
4.3-6 Under Existing plus Project conditions, the existing transit system would be adversely affected under Scenarios B and C.	<b>Scenario B</b> 4.3-6 a) The City of Sacramento, in coordination with Regional Transit shall implement transit signal priority along Folsom Boulevard and/or 65 <sup>th</sup> Street; and/or  b) The City of Sacramento shall create flex lanes along Folsom Boulevard that use peak hour parking restrictions and appropriate signing and enforcement (i.e., rapid towing) measures to convert on-street parking to peak hour vehicle use.	Implement transit signal priority. OR  Create flex lanes that use peak hour parking restrictions.	City of Sacramento Department of Transportation  City of Sacramento Department of Transportation	Prior to the extension of 65 <sup>th</sup> Street north into the CSUS campus.  Prior to the extension of 65 <sup>th</sup> Street north into the CSUS campus.	City of Sacramento Department of Transportation  City of Sacramento Department of Transportation
	<b>Scenario C</b> 4.3-6 a) The City of Sacramento, in coordination with Regional Transit shall implement transit signal priority along Folsom Boulevard and/or 65 <sup>th</sup> Street; and/or	Implement transit signal priority. OR	City of Sacramento Department of Transportation	Prior to the narrowing of Folsom Boulevard.	City of Sacramento Department of Transportation

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65<sup>th</sup> STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	b) The City of Sacramento shall create flex lanes along Folsom Boulevard that use peak hour parking restrictions and appropriate signing and enforcement (i.e., rapid towing) measures to convert on-street parking to peak hour vehicle use.	Create flex lanes that use peak hour parking restrictions.	City of Sacramento Department of Transportation	Concurrent with the narrowing of Folsom Boulevard.	City of Sacramento Department of Transportation
<b>4.3-7 Under Existing plus Project conditions, project Scenarios B and C would result in disruptions to the transportation network in the project area, including the possibility of temporary lane closures, street closures, sidewalk closures, and bikeway closures.</b>	<p><b>Scenario B</b></p> <p>4.3-7 Before issuance of construction permits for any transportation improvements or any development projects in the project area, the City/ developers shall prepare a detailed Traffic Management Plan that would be subject to review and approval by the City Department of Transportation, Regional Transit, and local emergency service providers, including the City of Sacramento fire and police departments. The plan shall ensure maintenance of acceptable operating conditions on local roadways and transit routes during all construction activities. At a minimum, the plan shall include:</p> <ul style="list-style-type: none"> <li>• The number of truck trips, time, and day of street closures;</li> <li>• Time of day of arrival and departure of trucks;</li> <li>• Limitations on the size and type of trucks; provision of a staging area with a limitation on the number of trucks that can be waiting;</li> <li>• Provision of a truck circulation pattern;</li> <li>• Provision of an access plan to maintain safe vehicular, pedestrian, and bicycle movements (e.g., steel plates, minimum distances of open trenches, and private vehicle pick up and drop off areas);</li> </ul>	Prepare a detailed Traffic Management Plan.	City of Sacramento Department of Transportation	Before issuance of construction permits for any transportation improvements or any development projects in the project area.	City of Sacramento Department of Transportation, Regional Transit, City of Sacramento Police Department, City of Sacramento Fire Department.

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65<sup>th</sup> STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<ul style="list-style-type: none"> <li>• Safe and efficient access routes for emergency vehicles;</li> <li>• Efficient and convenient transit routes;</li> <li>• Manual traffic control when necessary;</li> <li>• Proper advance warning and posted signage concerning street closures;</li> <li>• Provisions for pedestrian safety; and</li> <li>• Provisions for temporary bus stops, if necessary.</li> </ul> <p>A copy of the construction traffic management plan shall be submitted to local emergency response agencies and these agencies shall be notified at least 14 days before the commencement of construction that would partially or fully obstruct roadways.</p>				
	<p><b>Scenario C</b></p> <p>4.3-7 Before issuance of construction permits for any transportation improvements or any development projects in the project area, the City/ developers shall prepare a detailed Traffic Management Plan that would be subject to review and approval by the City Department of Transportation, Regional Transit, and local emergency service providers, including the City of Sacramento fire and police departments. The plan shall ensure maintenance of acceptable operating conditions on local roadways and transit routes during all construction activities. At a minimum, the plan shall include:</p> <ul style="list-style-type: none"> <li>• The number of truck trips, time, and day of street closures;</li> <li>• Time of day of arrival and departure of trucks;</li> </ul>	Prepare a detailed Traffic Management Plan.	City of Sacramento Department of Transportation	Before issuance of construction permits for any transportation improvements or any development projects in the project area.	City of Sacramento Department of Transportation, Regional Transit, City of Sacramento Police Department, City of Sacramento Fire Department.

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65<sup>th</sup> STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<ul style="list-style-type: none"> <li>• Limitations on the size and type of trucks; provision of a staging area with a limitation on the number of trucks that can be waiting;</li> <li>• Provision of a truck circulation pattern;</li> <li>• Provision of an access plan to maintain safe vehicular, pedestrian, and bicycle movements (e.g., steel plates, minimum distances of open trenches, and private vehicle pick up and drop off areas);</li> <li>• Safe and efficient access routes for emergency vehicles;</li> <li>• Efficient and convenient transit routes;</li> <li>• Manual traffic control when necessary; Proper advance warning and posted signage concerning street closures;</li> <li>• Provisions for pedestrian safety; and</li> <li>• Provisions for temporary bus stops, if necessary.</li> </ul> <p>A copy of the construction traffic management plan shall be submitted to local emergency response agencies and these agencies shall be notified at least 14 days before the commencement of construction that would partially or fully obstruct roadways.</p>				
<p><b>4.3-8 Under Cumulative plus Project conditions, project Scenarios B and C would result in roadway segments within the project area operating at unacceptable LOS conditions.</b></p>	<p><b>Scenario B</b></p> <p>4.3-8 a) Implement Mitigation Measure 4.3-1(a). b) Implement Mitigation Measure 4.3-1(b).</p>	<p>See Mitigation Measure 4.3-1(a) and (b).</p>			
	<p><b>Scenario C</b></p> <p>4.3-8 a) Implement Mitigation Measure 4.3-1(a). b) Implement Mitigation Measure 4.3-1(b).</p>	<p>See Mitigation Measure 4.3-1(a) and (b).</p>			

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65<sup>th</sup> STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
4.3-9 Under Cumulative plus Project conditions, project Scenarios B and C would result in intersections within the study area that would operate at an unacceptable LOS.	<b>Scenario B</b> 4.3-9 a) The 65th Street Station Area Plan Finance Plan shall provide funding to install a traffic signal at the intersection of Q Street and 67th Street, when warranted or with the development of the parcels adjacent to this intersection.	Provide funding to install a traffic signal at the intersection of Q Street and 67th Street.	City of Sacramento Department of Transportation	When adjacent parcels are developed.	City of Sacramento Community Development Department
	b) Implement Mitigation Measure 4.3-1(a). c) Implement Mitigation Measure 4.3-1(b).	See Mitigation Measure 4.3-1(a) and (b). See Mitigation Measure 4.3-1(a) and (b).			
	<b>Scenario C</b> 4.3-9 a) The 65th Street Station Area Plan Finance Plan shall provide funding to install a traffic signal at the intersection of Q Street and 67th Street, when warranted or with the development of the parcels adjacent to this intersection.	Provide funding to install a traffic signal at the intersection of Q Street and 67th Street.	City of Sacramento Department of Transportation	When adjacent parcels are developed.	City of Sacramento Community Development Department
	b) Implement Mitigation Measure 4.3-1(a). c) Implement Mitigation Measure 4.3-1(b).	See Mitigation Measure 4.3-1(a) and (b). See Mitigation Measure 4.3-1(a) and (b).			
4.3-10 Under Cumulative plus Project conditions, project Scenarios B and C would adversely affect the existing freeway system.	<b>Scenario B</b> 4.3-10 Implement Mitigation Measure 4.3-3.	See Mitigation Measure 4.3-3.			
	<b>Scenario C</b> 4.3-10 Implement Mitigation Measure 4.3-3.	See Mitigation Measure 4.3-3.			

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65<sup>th</sup> STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
<p><b>4.3-11 Under Cumulative plus Project conditions, the existing transit system would be adversely affected under Scenarios B and C.</b></p>	<p><b>Scenario B</b>            4.3-11 a) Implement Mitigation Measure 4.3-6.            b) The City shall install additional signing and striping as well as enhancements to maximize the efficiency of existing traffic signal pre-emptions on the approaches to the 59th Street and 65th Street at-grade rail crossings. The City shall work with Regional Transit and the California Public Utility Commission (CPUC) to facilitate the implementation of advanced light rail detection at both locations to reduce the amount of time that gates are required to be closed.</p>	<p>See Mitigation Measure 4.3-6.            Install additional signing and striping to maximize the efficiency of existing traffic signal pre-emptions on the approaches to the 59th Street and 65th Street at-grade rail crossings.</p>	<p>City of Sacramento Department of Transportation</p>	<p>Prior to implementation of any proposed transportation improvements in the project area.</p>	<p>City of Sacramento Department of Transportation.</p>
	<p><b>Scenario C</b>            4.3-11 a) Implement Mitigation Measure 4.3-6.            b) The City shall install additional signing and striping as well as enhancements to maximize the efficiency of existing traffic signal pre-emptions on the approaches to the 59th Street and 65th Street at-grade rail crossings. The City shall work with Regional Transit and the California Public Utility Commission (CPUC) to facilitate the implementation of advanced light rail detection at both locations to reduce the amount of time that gates are required to be closed.</p>	<p>See Mitigation Measure 4.3-6.            Install additional signing and striping to maximize the efficiency of existing traffic signal pre-emptions on the approaches to the 59th Street and 65th Street at-grade rail crossings.</p>	<p>City of Sacramento Department of Transportation.</p>	<p>Prior to implementation of any proposed transportation improvements in the project area.</p>	<p>City of Sacramento Department of Transportation.</p>

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65<sup>th</sup> STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
<b>Initial Study</b>					
<b>Item 5: Water</b>					
<p><b>Would the proposal result in or expose people to potential impacts involving 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 &amp; storage, delivery areas, etc.)?</b></p>	<p><b>Scenarios B and C</b> MM-2 a) Prior to issuance of a grading permit for the new railroad undercrossing, the City of Sacramento Department of Transportation shall prepare a construction flood management plan which details a triggered response should the American River reach the warning stage elevation at American River at the H Street Bridge (40 feet) during construction. As part of the plan, the City shall describe what measures would be taken during construction such that flood protection remains in place. Temporary measures may include, but would not be limited to, construction of a temporary embankment consisting of rock, soil, and plastic sheeting at the undercrossing site. The City of Sacramento Department of Utilities shall approve the construction flood management plan prior to construction.</p> <p>b) As part of the improvements to the levee for the new railroad undercrossing, the City of Sacramento Department of Utilities (DOU) shall ensure that the project area would continue to have the minimum flood protection required by City regulations. The DOU shall require the project to include permanent improvements to ensure that flood protection is achieved which shall include, but not necessarily be limited to, the installation of flood gates on the railroad undercrossing.</p>	<p>Prepare a construction flood management plan.</p> <p>Ensure that the project area would continue to have the minimum flood protection required by City regulations.</p>	<p>City of Sacramento Department of Transportation</p> <p>City of Sacramento Department of Utilities</p>	<p>Prior to issuance of a grading permit for the new railroad undercrossing.</p> <p>Prior to the development of any new railroad undercrossing.</p>	<p>City of Sacramento Department of Utilities.</p> <p>City of Sacramento Department of Utilities.</p>

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65<sup>th</sup> STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
<p>Would the proposal result in or expose people to potential impacts involving 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?</p> <p>Would the proposal result in or expose people to potential impacts involving 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?</p>	<p><b>Scenarios B and C</b></p> <p>MM-3 Prior to issuance of a grading permit, the City of Sacramento Department of Transportation shall prepare a water quality mitigation plan for each project component to be reviewed and approved by the City of Sacramento Department of Utilities. This plan shall provide details regarding construction and operational Best Management Practices (BMPs), in compliance with the City's NPDES permit, which reduce urban contaminants in stormwater runoff.</p>	<p>Prepare a water quality mitigation plan for each project component.</p>	<p>City of Sacramento Department of Transportation</p>	<p>Prior to issuance of a grading permit.</p>	<p>City of Sacramento Department of Utilities</p>
<p>Would the proposal result in or expose people to potential impacts involving changes in currents, or the course or direction of water movements?</p>					
<p>Would the proposal result in or expose people to potential impacts involving change in the quantity of ground waters, either through direct additions or withdrawal, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge</p>					

TABLE 5-1

65<sup>th</sup> STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
capability?					
Would the proposal result in or expose people to potential impacts involving altered direction or rate of flow of groundwater?					
Would the proposal result in or expose people to potential impacts involving groundwater quality?					
<b>Initial Study Item 8: Biological Resources</b>					
Would the proposal result in impacts to endangered, threatened or rare species or their habitats (including, but not limited to plants, fish, insects, animals and birds)?	<p><b>Scenarios B and C</b></p> <p>MM-4 The City of Sacramento shall ensure that any ground disturbance (outside of existing rights-of-way) associated with installation or construction of any project component shall comply with the following requirements:</p> <ul style="list-style-type: none"> <li>a) Prior to the initiation of any ground-disturbing or vegetation-clearing activities or issuance of a grading permit, the City of Sacramento shall retain a qualified botanist to conduct surveys for special-status plant species and their habitat in the area of disturbance.</li> <li>b) The botanist shall conduct surveys for these special-status plant species at the appropriate time of year when the target species would be in flower and therefore clearly identifiable (i.e., blooming periods). Surveys shall be conducted following the California Department of Fish and Game (CDFG) and California Native Plant Society (CNPS) approved protocol for surveying for special-status plant species.</li> </ul>	<p>Retain a qualified botanist to conduct surveys for special-status plant species and their habitat in the area of disturbance.</p> <p>Conduct surveys for these special-status plant species.</p>	<p>City of Sacramento Department of Transportation</p> <p>City of Sacramento Department of Transportation</p>	<p>Prior to the initiation of any ground-disturbing or vegetation-clearing activities or issuance of a grading permit</p> <p>Prior to the initiation of any ground-disturbing or vegetation-clearing activities or issuance of a grading permit</p>	<p>City of Sacramento Community Development Department</p> <p>City of Sacramento Community Development Department</p>

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Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>c) If no special-status plants or their habitat are found during focused surveys, the botanist shall document the findings in a letter report to the City of Sacramento, and no further mitigation shall be required.</p> <p>d) If special-status plants are found, the following measures shall be implemented:</p> <ul style="list-style-type: none"> <li>• If the populations can be avoided, they shall be clearly marked in the field, using pin flags, by a qualified botanist for avoidance during construction activities. After the area has been marked, orange exclusion fencing shall be installed a minimum of one foot away from the pin-flagged locations. The location of the plant population shall also be recorded on construction plans and specs.</li> <li>• If special-status plant populations cannot be avoided, consultations with CDFG and/or U.S. Fish and Wildlife Service (USFWS) shall be required depending on the listing status of the species present. These consultations shall determine appropriate mitigation measures for any populations that would be affected by implementation of the proposed project. Appropriate measures may include the creation of offsite populations through seed collection or transplanting, preservation and enhancement of existing populations, or restoration or</li> </ul>	<p>If no special-status plants or their habitat are found during surveys, botanist shall document findings in a letter report to the City of Sacramento.</p> <p>Populations shall be clearly marked in the field.</p> <p>Consult with CDFG and/or U.S. Fish and Wildlife Service if special-status plant populations cannot be avoided.</p>	<p>City of Sacramento Department of Transportation</p> <p>City of Sacramento Department of Transportation</p> <p>City of Sacramento Department of Transportation</p>	<p>Prior to the initiation of any ground-disturbing or vegetation-clearing activities or issuance of a grading permit</p> <p>Prior to the initiation of any ground-disturbing or vegetation-clearing activities or issuance of a grading permit</p> <p>Prior to the initiation of any ground-disturbing or vegetation-clearing activities or issuance of a grading permit</p>	<p>City of Sacramento Community Development Department</p> <p>City of Sacramento Community Development Department</p> <p>City of Sacramento Community Development Department</p>

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Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	creation of suitable habitat in sufficient quantities to compensate for the impact. The results of the consultation with CDFG and/or the USFWS shall be provided to the City.				
	<p>MM-5 The City of Sacramento shall ensure that any ground disturbance or construction of project improvements comply with the following requirements:</p> <p>a) Prior to issuance of grading permits, the City of Sacramento, in consultation with the USFWS, shall either (1) conduct a protocol-level survey for federally-listed vernal pool crustaceans, or (2) assume presence (without conducting surveys) of federally-listed vernal pool crustaceans in all suitable wetland habitat within 250 feet of construction activities. Surveys shall be conducted by qualified biologists in accordance with the most recent USFWS guidelines or protocols to determine the time of year and survey methodology (survey timing for these species is dependent on yearly rainfall patterns and seasonal occurrences, and is determined on a case-by-case basis). The surveys may be done as part of the Clean Water Act 404 permit process. The results of the survey shall be summarized in a "90-day Report" as required in current USFWS protocols, and submitted to the City and the USFWS.</p> <p>The report(s) shall include at a minimum:</p>	Conduct a protocol-level survey for federally-listed vernal pool crustaceans, or assume presence of federally-listed vernal pool crustaceans in all suitable wetland habitat within 250 feet of construction activities.	City of Sacramento Department of Transportation	Prior to issuance of grading permits.	City of Sacramento Community Development Department, USFWS

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65<sup>th</sup> STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<ul style="list-style-type: none"> <li>• A complete list of species observed in the vernal pools and seasonal wetlands.</li> <li>• A detailed description of methodology, including dates of field visits, the names of survey personnel with resumes and a list of references cited and persons contacted.</li> <li>• Survey results that include at a minimum:                             <ul style="list-style-type: none"> <li>- A map showing the location(s) of any federally listed vernal pool crustacean species identified within the project area.</li> <li>- A detailed description of any identified federally-listed vernal pool crustacean populations including information on the density, distribution and habitat quality relative to typical occurrences of the species in question.</li> <li>- A discussion of the importance of the population(s) with consideration of both nearby populations and total species distribution.</li> <li>- An assessment of significance related to project impacts on any federally- listed vernal pool crustacean populations identified in the project area.</li> </ul> </li> </ul>				

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65<sup>th</sup> STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>b) If surveys within the project area reveal no occurrences of federally-listed vernal pool crustaceans, no further mitigation shall be required. However, if surveys determine that one or more federally-listed vernal pool crustacean species occurs within the project area, or if the City of Sacramento, in consultation with the USFWS, assumes presence of federally-listed vernal pool crustaceans in all affected pools, no net loss of habitat shall be achieved through avoidance, preservation, creation and/or purchase of credits. The selected measures may be part of the Clean Water Act 404 permitting process.</p> <ul style="list-style-type: none"> <li>• Avoidance Where feasible all wetland features shall be avoided. A USFWS-approved biologist shall monitor construction activities located within 250 feet of any wetland habitat within the project site to be avoided to ensure that no unnecessary take of listed species or destruction of their habitat occurs. The biologist shall have the authority to stop all activities that the biologist deems may result in such a take or destruction until appropriate corrective measures have been completed. The biologist also shall immediately report any unauthorized impacts to the USFWS and the CDFG.</li> </ul>	Achieve no net loss of habitat through avoidance, preservation, creation and/or purchase of credits if surveys determine that federally-listed vernal pool crustacean species occurs within project area, or if the City of Sacramento/ USFWS, assumes presence of federally-listed vernal pool crustaceans.	City of Sacramento Department of Transportation, USFWS	Prior to issuance of grading permits.	City of Sacramento Community Development Department, USFWS

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Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<ul style="list-style-type: none"> <li>• Compensation The following or equally effective compensation measures shall be implemented as determined in consultation with the USFWS:                             <ul style="list-style-type: none"> <li>- For every acre of habitat directly or indirectly (habitat within 250 feet of construction activities) affected, at least two vernal pool preservation credits shall be dedicated within a USFWS-approved ecosystem preservation bank.</li> <li>- For every acre of habitat directly affected, at least one vernal pool creation credit shall be dedicated within a USFWS-approved habitat mitigation bank.</li> </ul> </li> <li>• Water quality in the avoided wetlands shall be protected using erosion control techniques, such as silt fencing or straw waddles during construction in the watershed. This shall be completed in accordance with the State Construction Permit, as outlined in the NPDES General Permit No. CAS000002, Waste Discharge Requirements, Order No. 99-08-DWQ.</li> </ul>	Protect wetland areas by using silt fencing or straw waddles during any construction activities.	Project contractor	Ongoing during construction	City of Sacramento Community Development Department
	MM-6 The City of Sacramento shall ensure that construction of all project improvements comply with the following requirements:				

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Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>a) Prior to any building demolition, the City of Sacramento shall retain a qualified biologist to conduct a focused survey for bats and potential roosting sites in buildings to be demolished and/or buildings located within 50 feet of construction activities. If no roosting sites or bats are found within the project area, a letter report confirming absence shall be sent to the City of Sacramento and no further mitigation is required.</p> <p>b) If bats are found roosting at the site outside of nursery season (May 1<sup>st</sup> through October 1<sup>st</sup>), then they shall be evicted as described under (c) below. If bats are found roosting during the nursery season, then they shall be monitored to determine if the roost site is a maternal roost. This could occur by either visual inspection of the roost bat pups, if possible, or monitoring the roost after the adults leave for the night to listen for bat pups. If the roost is determined to not be a maternal roost, then the bats shall be evicted as described under (c). Because bat pups cannot leave the roost until they are mature enough, eviction of a maternal roost cannot occur during the nursery season. A 250-foot (or as determined in consultation with CDFG) buffer zone shall be established around the roosting site within which no construction shall occur. This boundary shall be added to the construction plans and specs. Depending on the location, and in order to not adversely affect ongoing</p>	<p>Retain a qualified biologist to conduct a focused survey for bats and potential roosting sites.</p> <p>Evict bats if found roosting at the site outside of nursery season. Monitor if found during the nursery season.</p>	<p>City of Sacramento Department of Transportation</p> <p>City of Sacramento Department of Transportation</p>	<p>Prior to any building demolition</p> <p>Prior to any building demolition</p>	<p>City of Sacramento Community Development Department</p> <p>City of Sacramento Community Development Department</p>

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Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>residential and commercial activities, the boundary shall be marked using stakes and environmental flagging, or another method determined to be appropriate in consultation with CDFG.</p> <p>c) Eviction of bats shall be conducted using bat exclusion techniques, developed by Bat Conservation International (BCI) and in consultation with CDFG, that allow the bats to exit the roosting site but prevent re-entry to the site. This would include but not be limited to the installation of one way exclusion devices. The devices shall remain in place for seven days and then the exclusion points and any other potential entrances shall be sealed. This work shall be completed by a BCI recommended exclusion professional.</p>	<p>Eviction of bats shall be conducted using bat exclusion techniques, developed by Bat Conservation International and in consultation with CDFG.</p>	<p>City of Sacramento Department of Transportation</p>	<p>Prior to any building demolition</p>	<p>City of Sacramento Community Development Department, CDFG</p>
	<p>MM-7 The City of Sacramento shall ensure that all project improvements comply with the following requirements:</p> <p>a) For construction activities proposed within 500 feet of a potential nesting tree, undeveloped habitat, or under US 50 during the nesting season (February 1 through August 31), the City shall retain a qualified biologist to conduct focused preconstruction surveys for protected birds, including, burrowing owl, Swainson's hawk, white tailed kite and purple martin and other birds protected under the Migratory Bird Treaty Act. Surveys shall occur within 30 days before the onset of construction. A pre-construction survey</p>	<p>Retain a qualified biologist to conduct focused preconstruction surveys for protected birds 30 days prior to any construction activities.</p>	<p>City of Sacramento Department of Transportation</p>	<p>Prior to construction.</p>	<p>City of Sacramento Community Development Department</p>

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65<sup>th</sup> STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>report shall be submitted to CDFG and the City of Sacramento that includes, at a minimum: (1) a description of the methodology including dates of field visits, the names of survey personnel with resumes, and a list of references cited and persons contacted; and (2) a map showing the location(s) of any bird nests observed on the project area. If no active nests of MBTA, CDFG, or USFWS covered species are identified then no further mitigation is required.</p> <p>b) Should active nests of protected bird species be identified during the survey conducted in accordance with Mitigation Measure MM-7(a), the City of Sacramento in consultation with the CDFG, shall delay construction in the vicinity of active nest sites during the breeding season (February 1 through August 31) while the nest is occupied with adults and/or young. A qualified biologist shall monitor any occupied nest to determine when the nest is no longer used. If construction cannot be delayed, avoidance shall include the establishment of a non-disturbance buffer zone around the nest site. The size of the buffer zone shall be determined in consultation with the CDFG, but shall be a minimum of 200 feet. The buffer zone shall be delineated by highly visible temporary construction fencing.</p>	<p>Delay construction in the vicinity of active nest sites during the breeding season, if necessary. Or, establish a buffer zone around any active nest sites.</p>	<p>City of Sacramento Department of Transportation</p>	<p>Prior to construction.</p>	<p>City of Sacramento Community Development Department</p>

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65<sup>th</sup> STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>c) If demolition/construction activities are unavoidable within the buffer zone, the City of Sacramento shall retain a qualified biologist to monitor the nest site to determine if construction activities are disturbing the adult or young birds. If abandonment occurs the biologist shall consult with CDFG or USFWS for the appropriate salvage measures. This could include taking any nestlings to a local wildlife rehabilitation center.</p>	<p>Retain a qualified biologist to monitor the nest site to determine if construction activities are disturbing the adult or young birds, if necessary.</p>	<p>City of Sacramento Department of Transportation</p>	<p>During construction.</p>	<p>City of Sacramento Community Development Department, CDFG/USFWS</p>
<p><b>Would the proposal result in impacts to locally designated species (e.g., heritage or City street trees)?</b></p>	<p><b>Scenarios B and C</b></p> <p>MM-8 The City of Sacramento shall ensure that the proposed project complies with the following requirements:</p> <p>a) The City of Sacramento shall have a tree survey or arborist report prepared for any project proposed in the project area that would affect existing trees to determine whether any heritage and/or city street trees would be affected.</p> <p>b) If no heritage and/or City street trees are present, no further mitigation is required.</p> <p>c) If heritage and/or city street trees are present, identified trees shall be preserved by installing temporary fencing 5 feet beyond the drip line of protected trees to minimize disturbance to the trees and their root zones in accordance with the Sacramento City Code, Chapter 12.64 Heritage Trees. Fences shall be maintained until all</p>	<p>Prepare tree survey or arborist report if any trees are proposed to be removed.</p> <p>No action is required.</p> <p>Preserve trees by installing temporary fencing.</p>	<p>City of Sacramento Community Development Department</p> <p>City of Sacramento Community Development Department</p> <p>Project contractor.</p>	<p>Prior to construction.</p> <p>After a tree survey or arborist report is prepared.</p> <p>During construction.</p>	<p>City of Sacramento Community Development Department</p> <p>City of Sacramento Community Development Department</p> <p>City of Sacramento Community Development Department</p>

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Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>project activities are complete. No grading, trenching, or movement of heavy equipment shall occur within fenced areas.</p> <p>d) If removal of the heritage and/or city street trees or construction within 5 feet of the drip line cannot be avoided, a permit under Chapter 12.64.050 of the Sacramento City Code shall be obtained by the City of Sacramento prior to construction or ground disturbance. All requirements of the permit shall be implemented.</p>	Obtain a permit under Chapter 12.64.050 of the Sacramento City Code.	Project contractor	Prior to construction or ground disturbance.	City of Sacramento Community Development Department
<b>Would the proposal result in impacts to wetland habitat (e.g., marsh, riparian and vernal pool)?</b>	<p>MM-9 a) The City of Sacramento shall retain a qualified biologist to conduct a wetland delineation of the project area if wetland areas are present. This delineation shall be submitted to the U.S. Army Corps of Engineers (Corps), and verification received prior to the issuance of any grading permits.</p> <p>b) The City of Sacramento shall, where feasible, preserve the maximum amount of existing wetlands and other waters of the U.S., and establish a minimum 25 to 50 foot buffer around all sides of these features. In addition, the final project design shall not cause significant changes to the pre-project hydrology, water quality or water quantity in any wetland that is to be retained on-site. This shall be accomplished by avoiding or repairing any disturbance to the hydrologic conditions in the watersheds that specifically support these wetlands, as verified through wetland protection plans.</p>	<p>Retain a qualified biologist to conduct a wetland delineation of the project area if wetland areas are present.</p> <p>Preserve the maximum amount of existing wetlands and other waters of the U.S. and establish a minimum 25 to 50 foot buffer around all sides of these features.</p>	<p>City of Sacramento Community Development Department</p> <p>City of Sacramento Community Development Department</p>	<p>Prior to obtaining a grading permit</p> <p>Prior to obtaining a grading permit and during construction</p>	<p>City of Sacramento Community Development Department, U.S. Army Corps of Engineers</p> <p>City of Sacramento Community Development Department, U.S. Army Corps of Engineers</p>

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65<sup>th</sup> STREET STATION AREA PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>c) Where avoidance of existing wetlands and other waters of the U.S. is not feasible, mitigation measures shall be implemented for the project-related loss of any existing wetlands on-site, such that there is no-net-loss of wetland acreage or habitat value. Wetland mitigation shall be developed as a part of the CWA Section 404 permitting process or the report of waste discharged prepared for the SWRCB. The exact mitigation ratio is variable, based on the type and value of the wetlands affected by the project, but agency standards typically require a minimum of 1:1 for preservation and 1:1 for construction of new wetlands. In addition, a wetland mitigation and monitoring plan shall be developed that includes the following:</p> <ul style="list-style-type: none"> <li>• Descriptions of the wetland types, and their expected functions and values;</li> <li>• Performance standards and monitoring protocol to ensure the success of the mitigation wetlands over a period of five years;</li> <li>• Engineering plans showing the location, size and configuration of wetlands to be created or restored;</li> <li>• An implementation schedule showing that construction of mitigation areas will commence prior to or concurrently with the initiation of construction; and</li> </ul>	Develop wetland mitigation as a part of the CWA Section 404 permitting process or the report of waste discharged prepared for the SWRCB.	City of Sacramento Community Development Department	Prior to obtaining a grading permit	City of Sacramento Community Development Department, U.S. Army Corps of Engineers

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Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<ul style="list-style-type: none"> <li>A description of legal protection measures for the preserved wetlands (i.e., dedication of fee title, conservation easement, and/or an endowment held by an approved conservation organization, government agency or mitigation bank).</li> <li>The mitigation and monitoring plan shall be approved by the Corps or SWRCB (as appropriate), prior to construction related impacts on any existing wetland.</li> </ul>				
<b>Initial Study Item 10: Hazards</b>					
<p><b>Would the proposal involve the creation of any health hazard or potential health hazard?</b></p> <p><b>Would the proposal involve exposure of people to existing sources of potential health hazards?</b></p>	<p><b>Scenarios B and C</b></p> <p>MM-10 If discolored soil, storage tanks, or other evidence of potential soil contamination is unearthed during construction-related earthwork, or if noxious odors are encountered during such earthwork, construction activities shall immediately cease at the construction site, and a qualified firm shall be called in by the applicant to collect and analyze soil samples from the construction site. If contaminants are identified in the samples, the applicant shall coordinate with the Sacramento County Hazardous Materials Division, or the appropriate agencies, for direction on appropriate remediation measures and procedures before construction activities are continued.</p>	<p>A qualified firm shall be called in if discolored soil, storage tanks, or other evidence of potential soil contamination is unearthed, or if noxious odors are encountered during such earthwork.</p>	<p>Project contractor</p>	<p>During construction</p>	<p>City of Sacramento Community Development Department, Sacramento County Hazardous Materials Division</p>

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Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>MM-11 If construction occurs on the site of the former 14<sup>th</sup> Avenue Landfill, the developer shall:</p> <p>a) Demonstrate to the satisfaction of the California Regional Water Quality Control Board (CRWQCB) that the existing landfill cover will not allow wastes to be leached into groundwater.</p> <p>b) If it can be demonstrated that the wastes are inert, no cover is needed.</p> <p>c) If the wastes cannot be demonstrated to be inert, the developer shall demonstrate to the CRWQCB that precipitation will not percolate through wastes and cause a groundwater quality problem. Soil moisture sensors, excavation, or coring following rainfall could be used to determine the effectiveness of the existing pavement to prevent percolation.</p> <p>d) The developer shall prepare a drainage map and submit it to the CRWQCB showing that all surface drainage is directed to runoff locations offsite. The map must also show that most of the rainfall leaves the site as runoff.</p> <p>e) Any excess excavated soils must be disposed of at a California Integrated Waste Management Board-approved landfill.</p>	<p>Demonstrate that the existing landfill cover will not allow wastes to be leached into groundwater.</p> <p>Demonstrate that the existing landfill cover will not allow wastes to be leached into groundwater.</p> <p>Demonstrate that precipitation will not percolate through wastes and cause a groundwater quality problem.</p> <p>Prepare a drainage map that demonstrates that surface drainage is directed offsite and does not pond.</p> <p>Dispose of excess excavated soils at a California Integrated Waste Management Board-approved landfill.</p>	<p>Project contractor</p> <p>Project contractor</p> <p>Project contractor</p> <p>Project contractor</p> <p>Project contractor</p>	<p>Prior to obtaining a grading permit.</p> <p>Prior to obtaining a grading permit.</p> <p>Prior to obtaining a grading permit, during construction.</p> <p>Prior to obtaining a grading permit.</p> <p>During construction.</p>	<p>City of Sacramento Community Development Department, CRWQCB</p> <p>City of Sacramento Community Development Department</p>

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Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	f) If landfill waste is encountered during construction, construction work shall stop and the CIWMB Health and Safety Section shall be contacted for the proper course of action.  g) If groundwater is encountered during construction, construction work shall stop and the Central Valley Water Quality Control Board shall be contacted for the proper course of action.	Contact the CIWMB Health and Safety Section if landfill waste is encountered.  Contact the Central Valley Water Quality Control Board if groundwater is encountered.	Project contractor  Project contractor	During construction.  During construction.	City of Sacramento Community Development Department, CIWMB Health and Safety Section  City of Sacramento Community Development Department, CVWQCB
<b>Initial Study Item 15: Cultural Resources</b>					
<b>Would the proposal disturb paleontological resources?</b> <b>Would the proposal disturb archaeological resources</b>	<u>Scenarios B and C</u> MM-12 a) In the event that any prehistoric subsurface archeological 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 archeologist to assess the significance of the find. Archeological test excavations shall be conducted by a qualified archeologist to aid in determining the nature and integrity of the find. If the find is determined to be significant by the qualified archeologist, representatives of the City and the qualified archeologist shall coordinate to determine the appropriate course of action. All significant cultural materials recovered shall be subject to scientific analysis and professional museum	Consult with a qualified archeologist in the event that any prehistoric subsurface archeological features are discovered.	Project contractor	During construction.	City of Sacramento Community Development Department

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Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>curation. In addition, a report shall be prepared by the qualified archeologist according to current professional standards.</p> <p>b) If a Native American site is discovered, the evaluation process shall include consultation with the appropriate Native American representatives.</p> <p>If Native American archeological, ethnographic, or spiritual resources are involved, all identification and treatment shall be conducted by qualified archeologists, who are certified by the Society of Professional Archeologists (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.</p> <p>In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. If historic archeological sites are involved, all identified treatment is to be carried out by qualified historical archeologists, who shall meet either Register of Professional Archeologists (RPA), or 36 CFR 61 requirements.</p>	<p>Consult the appropriate Native American representatives if a Native American site is discovered.</p>	<p>Project contractor</p>	<p>During construction.</p>	<p>City of Sacramento Community Development Department</p>

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Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>c) If a human bone or bone of unknown origin is found during construction, all work shall stop within 100 feet 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 Project contractor to develop a program for re-internment 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.</p>	<p>Contact County Coroner if a human bone or bone of unknown origin is found.</p>	<p>Project contractor</p>	<p>During construction</p>	<p>City of Sacramento Community Development Department</p>
<p><b>Would the proposal affect historical resources?</b></p>	<p>MM-13 For any roadway widenings or extensions under the 65<sup>th</sup> Street Station Area Plan that could affect one or more potentially historic buildings, the City shall first have a CRHR eligibility evaluation prepared by a qualified historian. The evaluation shall occur through the preparation of DPR 523 forms for each building, and through standard CEQA evaluation.</p> <p>For buildings determined to be eligible for listing: (1) reuse of these buildings should be considered over demolition; and (2) if demolition cannot be avoided, then the buildings shall be recorded to Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) standards before their removal. HABS/HAER recordation typically includes the following:</p>	<p>If any potentially historic buildings are slated to be removed, hire a qualified historian to prepare a CRHR evaluation..</p>	<p>City of Sacramento</p>	<p>Prior to obtaining a building demolition permit.</p>	<p>City of Sacramento Community Development Department</p>

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Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<ul style="list-style-type: none"> <li>• the development of site-specific history and appropriate contextual information regarding the particular resource (in addition to archival research and comparative studies, this task may involve limited oral history collection);</li> <li>• accurate mapping of the resources, scaled to indicate size and proportion of the structures;</li> <li>• photodocumentation of the designated resources, both in still and video formats; and</li> <li>• recordation by measured architectural drawings, in the case of specifically designed structures of high architectural merit; “as-built” plans of existing structures/foundation ruins will involve field measurements, office scaled plan layout, and plot out of final plan.</li> <li>• Copies of the HABS/HAER documentation shall be filed with the State Office of Historic Preservation (OHP), Sacramento Archive and Museum Collection Center (SAMCC), and the Sacramento Room at the Central Branch of the Sacramento County Library.</li> </ul>				

