Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
11	11/09/09	Open	Action	10/26/09

Subject: Holding a Public Hearing on University 65th Street Project/ Intial Study and Mitigated Negative Delaration

ISSUE

Holding a public hearing to receive comments on the Initial Study/Mitigation Negative Declartion for the University 65th Street Transit Center Improvement Project.

RECOMMENDED ACTION

Receive comments.

FISCAL IMPACT

None.

DISCUSSION

During the October 26, 2009 meeting, the Board of Directors was asked to set a public hearing to provide the opportunity to gather comments on the environmental document. During that meeting, the Board was presented the history and a status report on the Transit Center Improvement Project proposed at 65th/67th Street, Folsom Boulevard and Q Street, just north of the University/65th Street Light Rail Station.

In support of the University/65th Street Transit Center Improvement Project (proposed project), an Initial Study (IS) was undertaken pursuant to the California Environmental Quality Act (CEQA), resulting in a decision to prepare a Mitigated Negative Declaration (MND) under the Guidelines of the State Secretary for Resources, (Title 14, California Code of Regulations, Section 15070). The Mitigated Negative Declaration concludes that, with the mitigation measures identified, the project will not result in significant environmental impacts on the environment.

A summary of the mitigation measures is attached (Attachment 1). The entire Initial Study and Mitigated Negative Declaration (IS/MND) may be found on RT's Web site: www.sacrt.com.

The IS/MND was made available for a 30-day public review and comment period starting October 16 and ending November 16, 2009. The purpose of this hearing is to provide an opportunity to hear any public comments on the environmental document. The Board of Directors is scheduled to consider comments and staff responses to comments in deciding whether to certify the IS/MND at the December 14, 2009 RT Board of Director's meeting.

Approved:
Mark R. Wiley
General Manager/CEO

Presented:
Paul Marx
Paul Marx, Director of Planning

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Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
11	11/09/09	Open	Action	10/26/09

Subject: Holding a Public Hearing on University 65th Street Project/ Intial Study and Mitigated Negative Delaration

RECOMMENDATION

Staff recommends that the Board of Directors open the public hearing to take comments on the Initial Study and Mitigated Negative Declaration.

Attachment 1

DRAFT MITIGATED NEGATIVE DECLARATION

Date of Publication of Draft Mitigated Negative Declaration: October 16, 2009

Project Title: University/65th Street Transit Center Improvement Project
Lead Agency and Project Sponsor: Sacramento Regional Transit District
Agency Contact Person: Fred Arnold **Telephone:** (916) 556-0307
E-mail: 65thSt-IS/MND @sacrt.com

Project Location: The project site is generally bound by Folsom Boulevard to the north; 69th Street/ Redding Avenue to the east; the Sacramento Regional Transit District's (RT) University/65th Street light rail transit (LRT) station and LRT Gold Line to the south; and 65th Street to the west.

City and County: City of Sacramento, Sacramento County

Project Description: RT manages, maintains, and operates the Sacramento Regional Transit system, which provides LRT and bus service within Sacramento County, including the cities of Sacramento, Citrus Heights, Elk Grove, Folsom, and Rancho Cordova. Additional transit service to the project site is provided by Amador Regional Transit System (ARTS), California State University-Sacramento (CSU Hornet Shuttle), and Sutter Memorial Hospital. RT recognized an opportunity to improve bus-LRT transfers and simultaneously create a transit-supportive development opportunity at Folsom Blvd. and 65th Street. The purpose of University/65th Street Transit Center Improvement Project (proposed project) is to improve the convenience, safety and quality of the transit experience; and to increase the numbers of potential riders by encouraging high-density development near the transit station. Achievement of this continuum depends on the creation of a safe, amenable and operationally efficient transfer station surrounded by urban scaled development.

The existing bus transfer area at the northeast corner of 65th Street and Q Street is part of a larger 4.29-acre site that is to be developed with transit-oriented mixed uses at a to-be-determined date by a private developer. The development is proceeding with design and project entitlement. The Station 65 development would include the construction of up to 120 single and/or multi-family residential units in a five- or six-story residential complex. The Station 65 Project EIR was approved for future development by the Sacramento City Council in 2008; therefore, this environmental analysis of the proposed University/65th Street Transit Center Improvement Project does not analyze the effects of the Station 65 Project.

The proposed project would relocate bus stops currently at the existing bus transfer area north of Q Street, between 65th Street and the future 67th Street (67th Street), to the rights-of-way (ROW) along the south side of Q Street (eastbound) and along 67th Street (southbound). Additional berths are provided for passenger drop-offs and by other transit operators on the east side of 67th Street (northbound). The proposed project would consolidate the bus transfer area and the LRT station to free the existing bus transfer area property for future transit-supportive commercial and residential use. The proposed project would relocate all bus berths as close to the LRT platform as possible, to minimize travel time and distance between buses and trains. The relocation of bus berths would improve pedestrian safety by minimizing the need to cross vehicular traffic lanes, and maximize the development potential of the existing bus transfer area property by locating facilities in a manner that favors lot consolidation with properties to the north. The proposed project's circulation improvements include dedication of an existing private access corridor to become

67th Street, relocation of the existing traffic signal at the intersection of the re-aligned Q Street and 65th Street, and improvements to the existing left turn lane from southbound 65th Street on to Q Street. Other improvements to the project site include an upgraded sewer line within 67th Street, drainage improvements, a bus operator's restroom, landscaping, outdoor lighting, and new transit center amenities.

The project site is in East Sacramento; the zoning for the existing bus transfer area property is General Commercial with a Transit Overlay and the General Plan land use designation is Urban Center Low. There are no zoning or General Plan land use designations for the street ROW within the project site.

THIS PROJECT WILL NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), and 15070 (Decision to Prepare a Negative Declaration), and the reasons documented in the Environmental Evaluation (Initial Study) for the proposed project, which is attached. Mitigation measures are included in this proposed project to avoid potentially significant effects. They are identified on the attached Initial Study, pages 23, 25, 27, 28, 34, 35, 36, 39, and 54, and summarized below.

BIO-1 a) If construction operations occurs during the nesting season for nesting migratory birds (February 1 - September 15), including Swainson's hawk, and other raptors, pre-construction surveys for active nests shall be conducted within 250 feet of the project site. Surveys shall be conducted within 30 days prior to the start of construction. A pre-construction survey report shall be submitted to CDFG 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 site. If no active nests of MBTA, CDFG, or USFWS covered species are identified then no further mitigation is required.

b) Should active nests of protected bird species be identified during the survey, RT, in consultation with the CDFG, shall delay construction in the vicinity of active nest sites during the breeding season (February 1 through September 15) 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.

If demolition/construction activities are unavoidable within the buffer zone, RT 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.

c) *Every effort should be made to preserve Swainson's hawk nest trees through project design or avoidance measures. However, if removal of the nest tree during the nesting season is unavoidable, a Section 2081 incidental take permit would be required from the CDFG. Mitigation for the loss of active Swainson's hawk nest trees would be determined in consultation with the CDFG and could include the replacement of trees at a CDFG-approved mitigation site and ratio.*

BIO-2 RT shall comply with the City of Sacramento's tree ordinance and implement the following tree-protection measures prior to and during project construction.

To the maximum extent feasible, the project design shall avoid loss of any protected tree. RT shall retain a certified arborist to survey trees in the construction area, and identify and evaluate trees that will be removed. If the arborist's survey does not identify any protected trees that would be removed or damaged as a result of the proposed construction, no further mitigation is necessary.

If protected trees (or their canopy) are identified within the affected area, measures shall be taken to avoid impacts on protected trees, as detailed in the City's tree ordinance. Protected trees that are lost as a result of the proposed project will be replaced according to the provisions of the ordinance (Section 12.56.090), which requires a 24-inch box replacement for each street tree at least 6-inches in diameter at breast height (DBH), or at least a 15-gallon replacement for each street tree less than 6-inches DBH. Tree replacement shall occur after project construction and will be monitored by qualified arborists.

CR-1 If evidence of an archaeological site or other suspected historical resource as defined by CEQA Guidelines Section 15064.5, including darkened soil representing past human activity ("midden"), that could conceal material remains (e.g., worked stone, fired clay vessels, faunal bone, hearths, storage pits, or burials) are discovered during project-related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted and RT shall be notified. RT shall hire a qualified archaeologist to assess the significance of the find. Impacts on any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by the archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological Documentation. Any identified cultural resources shall be recorded on the appropriate DPR 523 (A-L) form and filed with the North Central Information Center.

CR-2 If any paleontological resources or suspected paleontological resources, such as vertebrate, plant, or invertebrate fossils, are encountered during any construction activities, work shall be suspended within 100 feet of the find. RT shall be notified immediately of the discovery and shall retain the services of a certified paleontologist to evaluate the find and provide recommendations for treatment of any significant paleontological resources. Should avoidance of any significant paleontological resource be determined infeasible, other measures (such as data and sample recovery) shall be

implemented. Work may proceed on portions of the project site at least 50-feet from the discovered resource while mitigation of impacts on paleontological resources is implemented.

CR-3 *If human remains (including disarticulated or cremated remains) are discovered at any project construction sites during any phase of construction, all ground-disturbing activity within 100 feet of the resource shall be halted and RT and the County coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. RT shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. RT shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of State law, as set forth in CEQA Guidelines Section 15064.5(e) and Public Resources Code Section 5097.98. RT shall implement approved mitigation measure(s) before resuming ground-disturbing activities within 100 feet of where the remains were discovered.*

HM-1 *Prior to construction, RT shall consult with the Sacramento County Environmental Management Department (SCEMD) to determine whether there are any construction or operational activities that could damage or otherwise interfere with use of Monitoring Well 2 (MW) for ongoing groundwater monitoring. If SCEMD determines MW2 would not be affected by project activities, RT shall obtain written documentation from SCEMD to that effect. If it is determined that well relocation or protective measures are necessary, RT shall coordinate with SCEMD in advance of any construction to identify the appropriate measures and to obtain regulatory approval of such measures. Construction of improvements that could affect MW2 shall not be implemented until SCEMD has inspected any modifications and provided written notification to RT that it has reviewed and approved the protective measures.*

HM-2 *Prior to construction, RT shall ensure design and construction drawings accurately depict the location of MW3 and MW4. Construction of improvements that could affect MW3 and MW4 shall not be implemented until protective measures have been identified and incorporated into construction specifications.*

HM-3 *During construction of project improvements that involve below-grade work or disturbance of underlying soil materials (including fill), in the event discolored soil, odors, or other conditions that have the potential to pose a threat to human health and the environment are encountered, work shall stop immediately. RT shall ensure a qualified professional investigates the location. Work shall not resume until appropriate measures have been identified and implemented to reduce potential hazards to human health and the*

environment. RT shall ensure appropriate agency notifications, such as the SCEMD. RT shall ensure construction specifications include information about the potential for encountering previously unidentified hazardous materials contamination and the steps that shall be implemented in the event such a discovery is made.

HY-1 *The drainage bio-swale shall be designed such that flow in the swale, for storm events up to the 100-year storm event, does not exceed 5 cubic feet per second (cfs) or the critical velocity (feet per second [fps]) that would create a shear stress sufficient to cause erosion. The critical velocity can be determined from Tables 6, 7, and 7a in Erosion and Sediment Pollution Control Program Manual, or as determined by a qualified professional engineer and approved by the City of Sacramento Development Engineering.*

TR-1 *The project contractor, in coordination with the City of Sacramento Department of Transportation and local emergency services, shall develop and implement a traffic control plan for all roadway construction activities to reduce effects of construction on Q Street, 65th Street, and 67h Street during street improvement and utility installation activities. Proposed lane closures during the AM and PM commuting hours shall be minimized. Lane closures shall be kept to a minimum. Pedestrian and bicyclists access shall be re-routed around the project site at all times. During construction, the construction area shall be secured to prevent pedestrian and bicyclists from entering the work area. Traffic plans shall be coordinated with the City of Sacramento's Redding Avenue Improvement Project.*

TR-2 *In order to reduce potential roadway damage impacts, the project contractor shall implement the following measures:*

a) *Videotape the roadway and access roads prior to and following off-site improvement construction to document the existing and restored roadways;*

b) *Make temporary repairs from roadway damage as necessary during project off-site improvement construction;*

c) *Repair any damaged roadway to its original condition immediately after off-site improvement construction has been completed;*

d) *Coordinate with the City of Sacramento Department of Transportation to determine appropriate routes for truck travel before beginning off-site improvement construction; and*

e) *Coordinate with the City of Sacramento Department of Transportation regarding planned improvements near the transit station to limit interference with the implementation of planned improvements.*

DRAFT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

University/65th Street Transit Center Improvement Project

Sacramento Regional Transit District

October 2009

Prepared for:
Sacramento Regional Transit District
1400 29th Street
Sacramento, CA 95816

Prepared by:
PBS&J
1200 2nd Street
Sacramento, CA 95814

MITIGATED NEGATIVE DECLARATION

Date of Publication of Draft Mitigated Negative Declaration: October 16, 2009

Project Title: University/65th Street Transit Center Improvement Project
Lead Agency and Project Sponsor: Sacramento Regional Transit District
Agency Contact Person: Fred Arnold **Telephone:** (916) 556-0307
E-mail: 65thSt-IS/MND @sacrt.com

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The existing bus transfer area at the northeast corner of 65th Street and Q Street is part of a larger 4.29-acre site that is to be developed with transit-oriented mixed uses at a yet-undetermined date by a private developer. Because of the recent economic downturn and uncertainties in the residential real estate market, the mixed-use development is currently on hold. The Station 65 development would include the construction of up to 120 single and/or multi-family residential units in a five- or six-story residential complex. The Station 65 Project EIR was approved for future development by the Sacramento City Council in 2008; therefore, this environmental analysis of the proposed University/65th Street Transit Center Improvement Project does not analyze the effects of the Station 65 Project.

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THIS PROJECT WILL NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), and 15070 (Decision to Prepare a Negative Declaration), and the reasons documented in the Environmental Evaluation (Initial Study) for the proposed project, which is attached. Mitigation measures are included in this proposed project to avoid potentially significant effects. They are identified on the attached Initial Study, pages 23, 25, 27, 28, 34, 35, 36, 39, and 54, and summarized below.

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a) *Videotape the roadway and access roads prior to and following off-site improvement construction to document the existing and restored roadways;*

b) *Make temporary repairs from roadway damage as necessary during project off-site improvement construction;*

c) *Repair any damaged roadway to its original condition immediately after off-site improvement construction has been completed;*

d) *Coordinate with the City of Sacramento Department of Transportation to determine appropriate routes for truck travel before beginning off-site improvement construction; and*

e) *Coordinate with the City of Sacramento Department of Transportation regarding planned improvements near the transit station to limit interference with the implementation of planned improvements.*

TABLE OF CONTENTS PAGE

FIGURES

TABLES

APPENDICES

I. BACKGROUND

1. Project Title: University/65th Street Transit Center Improvement Project

2. Lead Agency Name and Address: Sacramento Regional Transit District
   1400 29th Street
   Sacramento, CA 95816

3. Contact Person, Phone Number, and E-mail: Fred Arnold
   (916) 556-0307
   65thSt-IS/MND@sacrt.com

4. Project Location: University/65th Street Light Rail (LRT) Station at the southeast corner of 65th Street and Q Street

5. Project Sponsor's Name and Address: Sacramento Regional Transit District
   Fred Arnold
   1400 29th Street
   Sacramento, CA 95816

6. General Plan Designation: None for Right-of-Way (ROW), Urban Center Low for existing bus transfer area.

7. Zoning: None for ROW, General Commercial with a Transit Overlay for existing bus transfer area.

8. Description of Project: See Section V, Project Description.

9. Surrounding Land Uses and Setting: See Section V, Project Description.

10. Other Public Agencies Whose Approval is Required: See Section V, Project Description.

II. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture Resources	☐ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Geology/Soils
☒ Hazards & Hazardous Materials	☒ Hydrology/Water Quality	☐ Land Use/Planning
☐ Mineral Resources	☐ Noise	☐ Population/Housing
☐ Public Services	☐ Recreation	☒ Transportation/Traffic
☒ Utilities/Services Systems	☒ Mandatory Findings of Significance	

III. DETERMINATION

On the basis of this initial evaluation:

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

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the proposed project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR OR NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

10/15/09
Date

Mark Lonergan
Printed Name

Michael R. Wiley GM/CEO
For

IV. PURPOSE AND NEED

The Sacramento Regional Transit District (RT) manages, maintains, and operates the Sacramento Regional Transit system, which provides LRT and bus service within Sacramento County, which includes the cities of Sacramento, Citrus Heights, Elk Grove, Folsom, and Rancho Cordova. RT recognized an opportunity to improve bus-light rail transit (LRT) transfers and simultaneously create a transit-supportive development opportunity at Folsom Blvd. and 65th Street. The purpose of University/65th Street Transit Center Improvement Project (proposed project) is to improve the convenience, safety and quality of the transit experience; and to increase the numbers of potential riders by encouraging high-density development near the transit station. The improvements proposed are described below in the project description.

V. PROJECT DESCRIPTION

PROJECT BACKGROUND

The existing bus transfer area at the northeast corner of 65th Street and Q Street is part of a larger 4.29-acre site that is to be developed with transit-oriented mixed uses at a yet-undetermined date by a private developer. Because of the recent economic downturn and uncertainties in the residential real estate market, the mixed-use development is currently on hold. The Station 65 development would include the construction of up to 120 single and/or multi-family residential units in a five- or six-story residential complex. The Station 65 Project EIR was approved for future development by the Sacramento City Council in 2008; therefore, this environmental analysis of the proposed University/65th Street Transit Center Improvement Project does not analyze the effects of the Station 65 Project.

Though the University/65th Street bus transfer area and LRT station exist in close proximity to each other, the existing bus transfer area's current design and location (across Q Street from the LRT station) hinders efficient operation as a multi-modal station. Currently, system patrons who wish to change modes of transport must walk among moving buses and autos as they cross Q Street. Uncontrolled mid-block crossings within the project site are common. No features have been installed in the existing bus transfer station to support the visual and hearing impaired.

As both ridership and the frequency of transit service increase with redevelopment of the surrounding area, the likelihood of serious injury will increase. Therefore, a key design challenge for the proposed project is to improve the safety and convenience of modal transfers for riders while still meeting the other project goals of improving operational safety and efficiency for transit vehicles and providing an opportunity for adjacent development that would support transit.

PROJECT OBJECTIVES

The objectives for the proposed project are presented below.

- Relocate the bus transfer area at the University/65th Street LRT to more efficiently manage the bus transfers, and to make excess property available for transit-oriented development; and
- Improve pedestrian access, bus-to-bus, and rail-to-bus transfers at the University/65th Street Station.

EXISTING CONDITIONS

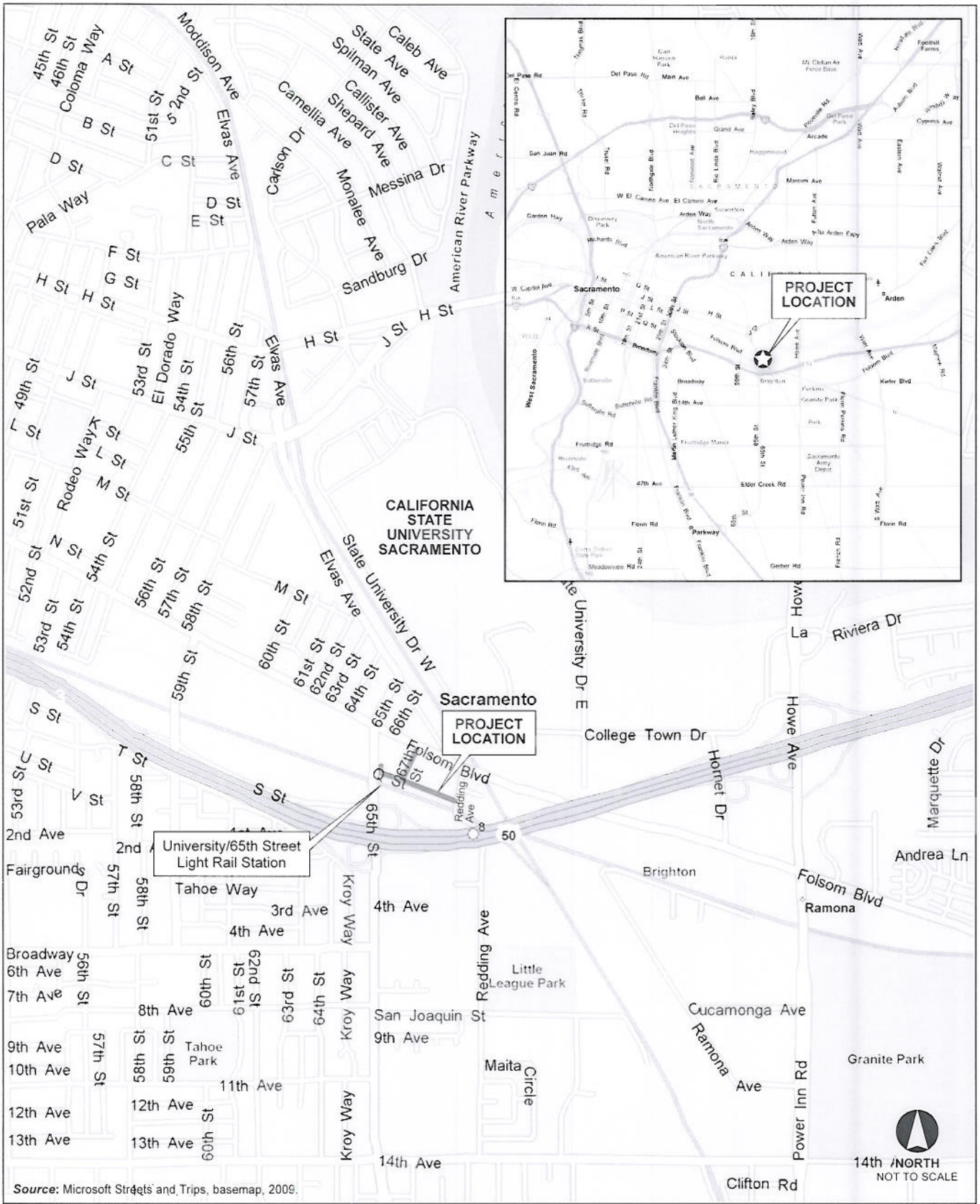
Project Location. The proposed University/65th Street Transit Center site (project site) is located in East Sacramento, within the City of Sacramento's 65th Street/University Transit Village Plan area and the Sacramento Housing and Redevelopment Agency's (SHRA) 65th Street Redevelopment Plan area. The project site includes the existing 2.1-acre bus transfer area property at the northeast corner of Q Street and 65th Street; areas within the City street right-of-way (ROW) and the LRT ROW along the south side of Q Street between 65th Street and 69th Street/Redding Avenue; and areas within and along a 60-foot-wide private access corridor, which would be dedicated to the City of Sacramento as the future 67th Street (67th Street) (see Figure 1). The project site is generally bound by Folsom Boulevard to the north; 69th Street/Redding Avenue to the east; RT's University/65th Street LRT station and LRT Gold Line, on the south; and 65th Street to the west. The existing bus transfer area, 67th Street, and the University/65th Street LRT station property and LRT ROW are owned by RT.

Surrounding Uses. Within the project vicinity, 65th Street intersects Highway 50 with a full interchange just south of the project site. A mainline freight railroad passes 1,500 feet to the east of the project site, and the California State University at Sacramento (CSUS) campus is further north and east adjacent to the freight rail line. Commercial uses border the existing bus transfer area to the north; commercial and warehouse-type uses are east of 67th Street and northeast of 67th Street and Q Street intersection; the University/65th Street LRT station platform, LRT Gold Line, undeveloped land, and the 65th Street/ Highway 50 interchange is located south of the project site; and 65th Street, live-work units, and ground-floor retail/restaurant uses are west of the site.

Circulation. There are at-grade LRT crossings at 65th Street and Redding Avenue within the project vicinity. There are signalized intersections at Folsom Boulevard and 65th Street, Q Street and 65th Street, and 65th Street and S Street at the Highway 50 off ramp. The intersections of Folsom Boulevard and the future 67th Street, and Q Street and the future 67th Street are side-street-stop controlled, with stop signs for traffic traveling north and south on 67th Street. There is an exit from the bus transfer area via 65th Street through a right-out only driveway located mid-block between Folsom Boulevard and Q Street. The driveway is restricted to use by buses. Sidewalks within the project site are present along: the eastern side of 65th Street; the north and south side of Q Street between 65th Street and the future 67th Street; and on the east side of 67th Street between Q Street halfway to Folsom Boulevard. The project site does not include sidewalks on the north and south of Q Street east of the current LRT platform.

Bus Transfer Area. The current bus transfer area accommodates an outdoor bus transfer facility, a major purpose of which is to facilitate the transfer of passengers between eight local bus and two shuttle routes and LRT. The bus transfer area also serves as bus stops for local transit users in the local area. RT bus routes 26, 24, 36, 38, 81, 82, and 87 serve the bus transfer area. In addition, the site also accommodates Sutter Memorial Hospital and CSUS Hornet Express shuttles, and Amador Regional Transit Service (ARTS) Route X. Currently, the bus transfer area receives approximately 230 bus trips each weekday.

The bus transfer area is for buses and shuttles only, and the majority of the site is paved. While most of the impervious area is paved with asphalt, the bus berths are paved with concrete. The site includes six bus berths, bus shelters, a bus operator restroom, outdoor lighting, bus route signage at each of the berths, trees and shrubs.



Source: Microsoft Streets and Trips, basemap, 2009.

FIGURE 1

Project Location Map

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University/65th Transit Center Improvement Project

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LRT Station. The LRT station includes at-grade eastbound and westbound LRT platforms along the LRT track, each with handicap access ramps; an outdoor LRT shelter, LRT fare vending machines, seating, and lighting; LRT schedule information; bicycle lockers and racks; concrete trash receptacles; and raised planters with trees and shrubs. The area just to the east of the westbound LRT platform is unimproved area with an exposed drainage ditch and ruderal vegetation. Overhead catenary wires that power the LRT cars are within the eastbound and westbound LRT tracks, and overhead wooden utility poles and wires stretch from east to west above the westbound platform to Redding Avenue.

PROJECT CHARACTERISTICS

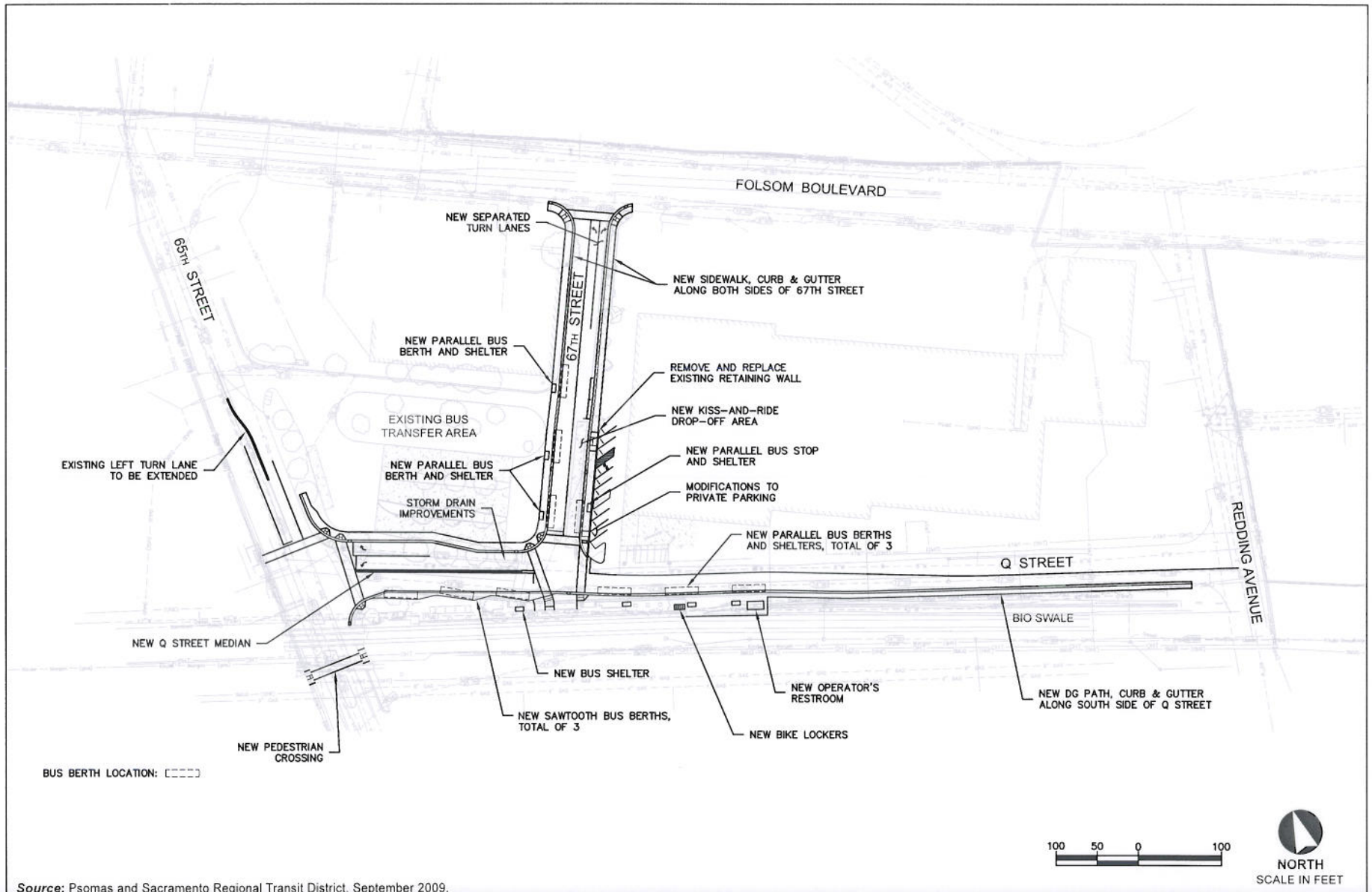
Consolidation Plan. Figure 2 illustrates the site plan for the proposed project. The proposed project would relocate bus stops currently at the existing bus transfer area north of Q Street, between 65th and 67th streets, to the ROW along the south side of Q Street (eastbound) and along the west side of 67th Street (southbound). Additional berths would be provided for passenger drop-offs and use by other transit operators on the east side of 67th Street (northbound). The proposed project would consolidate the bus transfer area and the LRT station to free the existing bus transfer area property for future transit-supportive commercial and residential use. The proposed project would relocate all bus berths as close to the LRT platform as possible, to minimize travel time and distance between buses and trains. The relocation of bus berths would improve pedestrian safety by minimizing the need to cross vehicular traffic lanes, and maximize the development potential of the existing bus transfer area property by locating facilities in a manner that favors lot consolidation with properties to the north.

Transit Center Amenities. The new bus transfer and LRT transit center would include several amenities for transit users, including bus shelters and benches at each of the bus berths and bus stalls. There would initially be one additional shelter on the south side of Q Street, with the potential to have shelters for all six bus berths on Q Street in the future. There would also be three bus shelters on the west side of 67th Street to accommodate riders at the proposed bus stalls. The bus operator's restroom would be relocated from the existing bus transfer facility to the LRT station, immediately east of the westbound LRT platform.

Bus, Vehicle, Bicycle, and Pedestrian Circulation Improvements. The proposed project would provide for up to 10 bus stalls. Three bus stalls would be located on the west side of 67th Street between Folsom Boulevard and Q Street, and one would be located on the east side of 67th at Q Street. The remaining six bus berths would be located on the south side of Q Street. The three berths on Q Street west of 67th Street would be saw-toothed, with bus noses facing inward toward the curb. Bollards would be placed at the end of each bus stall within the raised curb. The three berths on Q Street east of 67th Street would be parallel berths. At project completion, these parallel berths would be used for non-revenue (not in service) bus staging. The intent of these spaces is to convert these staging stalls to future stops for RT revenue buses when circulation improvements are completed by the City of Sacramento on Redding Street and 69th Street.

A "kiss-and-ride" area would be installed on the east side of 67th Street north of the bus berth. This area would be for drop-off and pick-up of transit users only and would not provide on-street parking.

Roadway improvements along Q Street from 65th Street to 67th Street include a median and a dedicated right-turn lane onto northbound 65th Street. An extended left-hand turn lane from southbound 65th Street onto Q Street would also help to improve traffic flow at the 65th Street/Q Street intersection.



***Source*:** Psomas and Sacramento Regional Transit District, September 2009.

FIGURE **2**
Site Plan

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University/65th Transit Center Improvement Project

67th Street would also have improved curbs at the southwest and southeast corners of Folsom Boulevard and 67th Street to allow an improved turning radius for buses. Traffic signals at 65th Street and Q Street would be relocated to accommodate the re-alignment of Q Street.

Pedestrian access would be enhanced by improving the sidewalks in the project site, especially sidewalks adjacent to project elements. The crosswalk at 65th Street and Q Street signalized intersection would be realigned to directly access the transit center. Three new crosswalks would be added to the intersection of 67th Street and Q Street to provide safe pedestrian access to the bus berths and the LRT station. Bicycle access to the area would be improved by allowing bicycle access along Q Street, although there would not be a dedicated bike lane along Q Street. A signalized new crosswalk would also be added across 65th Street at the signalized Q Street and 65th Street intersection, which is south of the LRT crossing, to facilitate pedestrian access between the Sacramento Municipal Utilities District (SMUD) office building and the LRT station.

Utility Infrastructure Improvements. The proposed project would include replacement of two existing storm drains within 67th Street and Q Street, between 67th Street and 69th Street/ Redding Avenue. The 67th Street storm drain would be upgraded from a 12-inch line to an 18-inch line to accommodate stormwater runoff in the project vicinity.

The proposed bus operator's restroom immediately east of the westbound LRT platform would also connect to existing sewer, water, and electricity lines in Q Street.

A bio-swale would be planted from the easternmost bus berth along Q Street to 69th Street/Redding Avenue. This swale would serve to filter stormwater runoff before the runoff enters the municipal storm drain system.

Curbs and gutters would also be installed along the south side of Q Street from 65th Street to 69th Street/Redding Avenue. Curbs and gutters would be reconstructed along both the western and the eastern sides of 67th Street from Q Street to Folsom Boulevard, and along the north side of Q Street from 65th Street to 67th Street. The design of all curbs and gutters would adhere to City standards.

Landscaping. Several existing street trees would be removed as part of the proposed project. Four street trees would be removed along the south side of Q Street to accommodate the construction of the bus berths. Eight street trees along the east side of 67th Street would be removed to accommodate the kiss-and-ride area and improvements to the curb and gutter from Q Street to Folsom Boulevard. No street trees along the west side of 67th Street would be removed. Five street trees would be removed along the north side of Q Street to accommodate the re-alignment of Q Street from 65th Street to 67th Street, the right turn lane from Q Street onto northbound 65th Street, and curb and gutter improvements. Four street trees along the east side of 65th Street would be removed to accommodate the shuttle pickup area north of Q Street.

Although several street trees would be removed as a part of the proposed project, landscaping improvements would also be made to the area. Groupings of shrubs would be added along the south side of Q Street near the corner of Q Street and 65th Street, near the LRT platform, and near the intersection of Q Street and 67th Street. Three trees would also be planted on the south side of Q Street east of the Q Street/67th Street intersection. Shrub groupings would also be planted on the northeast corner of the

Q Street and 67th Street intersection and on the east side of 67th Street near the kiss-and-ride area. A bio-swale would also be planted from the easternmost bus berth on Q Street to 69th Street/Redding Avenue.

ROW Dedication and Property Acquisition. The 60-foot-long private access corridor between Folsom Boulevard and Q Street, known as the future 67th Street, would be dedicated to the City of Sacramento. Prior to the dedication of 67th Street, two small areas adjacent to the northern limit of 67th Street at Folsom Boulevard would need to be acquired as part of the project, as well as a third small area adjacent to the southern limit of 67th Street at Q Street. These partial acquisitions would be needed to accommodate the radius of the curb at the corners to meet minimum City of Sacramento roadway design standards. The partial property to be acquired would be at the following locations: portions of 6700 Folsom Boulevard (Assessor's Parcel Number (APN) 015-0010-023) at the southeast corner of Folsom Boulevard and 67th Street and at the northeast corner of 67th Street and Q Street; and a portion of 6620 Folsom Boulevard (APN 015-0010-003) at the southwest corner of Folsom Boulevard and 67th Street.

Removal of Existing Improvements. The area along Q Street from the easternmost bus berth on Q Street to 69th Street/Redding Avenue would be cleared and grubbed. An existing backflow device and automatic controller along 65th Street would be removed. Concrete along Q Street from 65th Street to 69th Street/Redding Avenue, along both the western and the eastern sides of 67th Street from Q Street to Folsom Boulevard, along the north side of Q Street from 65th Street to 67th Street, and on 65th Street from Q Street to approximately the midpoint between Q Street and Folsom Boulevard would be removed and replaced with new concrete as project improvements are constructed.

Interim and Future Use of the Existing Bus Transfer Area Property. Following completion of the proposed project, the existing bus transfer area could be used as a temporary park and ride lot for RT transit users if not needed immediately for development. These temporary spaces would replace informal transit parking spaces that currently exist along the south side of Q Street. Existing pavement, lighting, and landscaping would be removed as part of a future mixed-use development at the site when the City-approved project begins construction. Demolition of existing elements at the existing bus transfer area would be outside of the scope of the proposed University/65th Street Transit Center Improvement Project.

CONSTRUCTION PHASING

Construction of the proposed project is expected to last approximately 9 to 12 months. Construction is anticipated to begin in Spring 2010. Construction activities would be divided into four geographic phases in order to minimize impacts to bus operations. Each construction phase would begin with clearing the existing area as needed, rough grade of the site, and any required drainage improvements or other underground utilities (water, electrical, and traffic signal conduits). Concurrently, excavation and foundation work would be completed for the light poles. Following completion of the foundation work, the finish grading, and asphalt and concrete paving would be done. Final stages of construction would include the placement of signage and striping, street lights, light poles, and landscaping.

REQUIRED PERMITS AND COORDINATION

The proposed project is subject to the California Environmental Quality Act (CEQA), and RT is the lead agency for the project. As such, RT must oversee environmental review of the project under CEQA, prior

to approving the project. RT recognizes the need for a close relationship with the City of Sacramento (City) and wishes to pursue the planning and environmental review of the project in such a way that RT and the City can agree that the project would be of overall community benefit and that all reasonable efforts to avoid significant environmental effects have been made. Towards this end, RT would comply with City regulations regarding site planning and construction, observing applicable City ordinances such as the City's noise regulations and provisions of the City's stormwater sewer system discharge permit. Construction of the project would also require a National Pollution Discharge Elimination System permit from the Sacramento Regional Water Quality Control Board.

VI. ENVIRONMENTAL CHECKLIST

INTRODUCTION

The following Checklist contains the environmental checklist form from Appendix G of the CEQA Guidelines. The checklist form is used to identify the impacts of the proposed project. A discussion follows each environmental issue identified in the checklist to provide an explanation for how the checklist was filled out. Included in each discussion are project-specific mitigation measures, where appropriate, to reduce potentially significant impacts to less than significant.

For this checklist, the following designations are used:

Potentially Significant Impact: An impact that could be significant, and for which no mitigation has been identified. If any potentially significant impacts are identified, an EIR must be prepared.

Less than Significant With Mitigation Incorporated: An impact that requires mitigation to reduce the impact to a less-than-significant level.

Less-Than-Significant Impact: Any impact that would not be considered significant under CEQA based on established significance thresholds.

No Impact: The project would not have any impact.

1. AESTHETICS

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	❑	❑	❑	■
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?	❑	❑	❑	■
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	❑	❑	■	❑
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	❑	❑	■	❑

Discussion

a, b. **No Impact.** There are no identified scenic vistas, resources, or scenic highways in the project vicinity.[1] The project site is currently within an urbanized and built-up area at the southeast corner of 65th Street and Folsom Boulevard in East Sacramento. The views in the project vicinity are limited, because of the flat terrain and the number of service commercial and residential buildings that preclude long-range views. The views are largely close-up and typically reflect the urban character of the surroundings, which do not include visual resources, such as significant landforms, rock outcroppings, historic resources, or architecturally or visually distinctive historic buildings. There are no scenic vistas in the project vicinity. No highways or roadways adjacent to the project site or in the vicinity are designated scenic routes or state scenic highways. Therefore, the proposed project would have no impact on scenic vistas or scenic resources.

c. **Less-than-Significant Impact.** Observations of the project site were made during a site visit by PBS&J staff on June 10, 2009. The project vicinity is characterized by flat topography and is surrounded by urbanized land to the north, east, and west. Surrounding uses include some commercial and warehouse uses to the north and east, the LRT station and tracks to the south, and 65th Street live-work units and retail to the west. Further to the south of the LRT track, an unimproved area adjacent to Highway 50 and the 65th Street exit is visible, as well as the elevated portion of Highway 50. Areas further to the southwest include the 65th Street at-grade LRT crossing, a mid-rise SMUD office building, and a gas station. Views from the project site beyond these structures are blocked by trees. The area around the project site is generally built out and precludes medium- and long-range views.

Temporary construction activities associated with the proposed project would involve the use of heavy equipment. Construction activities would be visible from public roadways and surrounding

1 California Department of Transportation, Officially Designated Scenic Highways, <www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm>, accessed June 25, 2009.

commercial establishments and residences. Views of the project construction would be temporary. Project construction is expected to take approximately nine months. Due to the absence of any long range views, and the short-term, temporary nature of construction activities, potential visual effects associated with project construction are considered less than significant.

Permanent changes in the appearance of the project site and vicinity would result from transit amenity, roadway, and drainage improvements to the Q Street and 67th Street ROW. As described above, existing views of the area around the project site include some commercial and warehouse, residences, retail, and transit use. Views beyond these uses are precluded due to the flat nature of the project site.

The proposed project would add new transit amenities such as new bus berths, bus shelters, lighting, bollards, landscaping, a bus operator restroom, and a bio-swale to the existing urban landscape in this area, which already includes transit uses. The mass, height, and scale of these new amenities would be similar to existing structures at the existing bus transfer facility and within the University/65th Street LRT station. Views onto the project site would be consistent with the surrounding area and would not be very distinguishable from amenities currently provided at the existing bus transfer area. The more prominent change would be the change in location of the bus transfer services from the north side of Q Street, between 65th and 67th streets, to the south side of Q Street adjacent to the LRT station. The proposed project would improve the visual character of the site by improving the area east of the southbound LRT tracks on the south side of Q Street with a new bio-swale that is currently littered with debris and weedy vegetation. Therefore, the proposed project's impact on the visual character of the area would be less than significant.

d. **Less-than-Significant Impact.** The existing bus staging area and LRT platform are currently lit with overhead and safety lights. Existing nightlight and glare in the project site and vicinity is cast by roadway light fixtures, vehicle headlights, and other outdoor lighting from the surrounding commercial and industrial businesses. The proposed project would introduce minimal lighting, with real-time signs and low-level pole lighting at both eastbound and westbound LRT platforms. The light poles with LED lighting would provide 2.5 foot-candles[2] of lighting intensity. Existing views in the project vicinity are limited, so that introduction of new lighting from the proposed project would not significantly detract from existing views. In addition, there are no sensitive receptors in the project vicinity. Accordingly, the proposed project would have a less-than-significant light and glare impact.

2 A foot-candle is a unit of high intensity that represents the illumination given off by a single candle at a distance of one foot; therefore, 2.5 foot-candles would be equivalent to the intensity of light given off by 2.5 candles at a distance of one foot from a surface or object.

2. AGRICULTURE RESOURCES

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-Agricultural use?	❑	❑	❑	■
b. Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?	❑	❑	❑	■
c. Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	❑	❑	❑	■

Discussion

a-c. **No Impact.** According to the Farmland Mapping and Monitoring Program map,[3] the project site is designated as Urban/Built-Up land. The project site is zoned General Commercial with a Transit Overlay (C-2 (TO)), which do not provide for agricultural-related activities. The project site is not on land that is currently under a Williamson Act contract.[4] Therefore, the proposed project would have no impact on agricultural resources.

3. AIR QUALITY

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	❑	❑	■	❑
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	❑	❑	■	❑
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a non- attainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	❑	❑	■	❑
d. Expose sensitive receptors to substantial pollutant concentrations?	❑	❑	■	❑

3 California Department of Conservation, Farmland Mapping and Monitoring Program, 2006 data. <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2006/sac06.pdf>, accessed June 26, 2009.

4 California Department of Conservation, Williamson Act Program, <ftp://ftp.consrv.ca.gov/pub/dlrp/wa/Map%20and%20PDF/Sacramento/sac_wa_2007.pdf>, accessed June 26, 2009.

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
e. Create objectionable odors affecting a substantial number of people?	❑	❑	■	❑

Discussion

a. **Less-than-Significant Impact.** Within the project site, air quality is monitored, evaluated, and regulated by federal, state, regional, and local regulatory agencies and jurisdictions, including the United States Environmental Protection Agency (EPA), the California Air Resources Board (CARB), and the SMAQMD. EPA, CARB, and SMAQMD develop rules and/or regulations to attain the goals or directives imposed by legislation. Both state and regional regulations may be more, but not less, stringent than federal regulations. The CARB establishes state ambient air quality standards and motor vehicle emission standards, conducts research, and oversees the activities of regional Air Pollution Control Districts and Air Quality Management Districts. Ambient air quality standards are established for criteria pollutants, which include ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter, and lead. Reactive organic gases (ROG) and nitrogen oxides (NO_x) are also regulated as criteria air pollutants because they are precursors to ozone formation. With regard to particulate matter, air quality standards have been adopted for suspended particulate matter less than ten microns in diameter (PM_{10}) as well as for smaller respirable particles that are 2.5 microns in diameter or less ($PM_{2.5}$). The Sacramento Valley Air Basin, which includes the project site, is designated as nonattainment for federal and state 8-hour ozone, state 1-hour ozone, state and federal PM_{10}, and the federal and state $PM_{2.5}$ standards.

To comply with the California and federal Clean Air Acts, the SMAQMD prepared and submitted the 1991 Air Quality Attainment Plan (AQAP) to mainly address Sacramento County's nonattainment status for ozone and CO, and although not required, PM_{10}. The California Clean Air Act also requires that by the end of 1994 and once every three years thereafter, the districts are to assess their progress toward attaining the air quality standards. The triennial assessment is to report the extent of air quality improvement and the amounts of emission reductions achieved from control measures for the preceding three year period.

Construction activities associated with the proposed project would include construction/relocation of bus transfer facilities, grading, and paving. These construction activities would result in temporary emissions of fugitive dust (measured as PM_{10}). Some PM_{10} emissions during project construction can be reduced through compliance with SMAQMD Rule 403 requirements for dust abatement and erosion control. According to SMAQMD screening guidelines for construction levels of particulate matter in Table B.1 of the SMAQMD Guide to Air Quality Assessment, when projects are five acres or less in size they do not require mitigation. The proposed project would develop less than five acres; therefore, according to the screening guidelines, no mitigation is required.

The proposed project would also result in temporary emissions of NOx and ROG from diesel fumes associated with operation of construction equipment during the construction phases. As discussed under Item b, below, because construction activities associated with the proposed project would not be expected to exceed the SMAQMD's annual emission threshold for NOx and ROG, the proposed project would result in a less-than-significant construction air quality impact.

As discussed under Item b, below, the proposed project would not result in new operational trip generation as the proposed project would reconfigure an existing bus transfer facility, and thus would not include an increase in bus service or trips to the site. Changes in trip length could occur on a very localized level as buses would be shifted from the current bus transfer facility from the northeast portion of the 65th Street and Q Street intersection, to the ROW along the south side of Q Street (eastbound) and along 67th Street southbound. Any increase in trip length would be expected to be very minimal as these locations are within a few hundred feet of each other. Therefore, any additional emissions generated by the proposed project would be below the SMAQMD thresholds for a significant air quality impact. Therefore, no significant air quality impacts due to vehicular emissions are anticipated. Because the proposed project relocates the existing bus transfer area, it would not substantially increase the number of idling buses in the region. As a result, the new bus transfer facility would not substantially increase regional emissions such that it conflicts with implementation of the particulate matter and ozone attainment plans.

As summarized above and discussed under Item b, below, the proposed project would not be expected to result in significant emissions of ozone or ozone precursors, or particulate matter. Therefore, the proposed project would not conflict with or obstruct implementation of the air quality plans to bring the Air Basin into attainment with state and federal standards.

b. **Less-than-Significant Impact.** The proposed project would generate short-term air emissions associated with construction activities. Fugitive dust (measured as PM_{10}) emissions resulting from the proposed project would be generated during construction activities. Dust and equipment exhaust generated by construction activities can pose a nuisance to nearby receptors. As discussed under Item a above, SMAQMD screening guidelines for construction levels of particulate matter for projects five acres or less in size they do not require mitigation. Because the proposed project would develop an area less than five acres, no mitigation is required. In addition, the proposed project would be required to comply with SMAQMD Rule 403, which calls for implementation of dust control measures during construction activities. Compliance with the SMAQMD regulations would minimize emissions of PM_{10} associated with the proposed construction activities to a less-than-significant level.

Emissions of NOx and ROG from diesel fumes associated with operation of construction equipment would also be generated during the construction phase. The SMAQMD has determined that construction emissions from diesel fumes may cause a significant air quality impact if they would exceed the SMAQMD thresholds for NOx of 85 pounds per day. The threshold would generally be exceeded only for very large or very intense construction projects. Because the proposed project would be limited to the project site (approximately one block), the proposed project would also be limited in the pieces of construction equipment that could be operated at the site at any one time.

Based on information from RT, construction of the proposed project would include an average of three to four pieces of equipment per day, with a potential maximum of seven pieces of equipment operating in a single day if construction operations in two different areas of the project were to overlap. If two operations, such as paving and trenching, were to overlap, it is assumed that construction equipment could include up to two dump trucks, one paving machine, two compactors/rollers, a backhoe loader, and a water truck.[5] Using the SMAQMD Manual Calculation Method, the emissions from these seven pieces of equipment would be approximately 59 pounds of NOx per day. Accordingly, the proposed project would not be expected to exceed the SMAQMD's threshold for NOx, and this impact would be considered less than significant.

The proposed project is a relocation of the existing bus transfer area and contains the same number of bus berths. Operation of buses at the transfer facility, which are operated using compressed natural gas (CNG) rather than diesel engines, would continue in the same manner at the new location. Existing operational emissions associated with the bus transfer facility, such as idling of the bus engines at the site, would continue under the proposed project. Therefore, the proposed project would not increase the regional emissions from buses. As a result, air quality impacts from construction and operational activities at the proposed bus transfer facility would not be expected to violate air quality standards or substantially contribute to an existing or projected air quality violation.

c. **Less-than-Significant Impact.** Construction of the proposed project would temporarily increase air emissions in the Sacramento Air Basin, which is designated as non-attainment for federal and state 8-hour ozone, state 1-hour ozone, federal and state PM_{10}, and the state $PM_{2.5}$ standards. For the purposes of this analysis, the cumulative context is the Sacramento Air Basin. Projects proposed for construction from 2010 to 2011, combined with the proposed project, could have cumulatively significant impacts. Individually, however, the proposed project would only temporarily increase PM_{10} emissions during construction activities. These dust emissions would be below the screening threshold for significant impacts, and the proposed project would comply with SMAQMD Rule 403, which would reduce the project construction dust emissions to less than significant. Emissions of NOx and ROG from diesel fumes associated with operation of construction equipment would also be generated during the construction phase. As described under Item b, above, the proposed project would not result in significant NOx emissions during construction or operation. Therefore, the proposed project's contribution to the cumulative impacts would be less than cumulatively considerable, resulting in a less-than-significant cumulative air quality impact.

Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHGs) because they capture heat radiated from the sun as it is reflected back into the atmosphere, much like a greenhouse does. The accumulation of GHGs has been implicated as a driving force for global climate change. Climate change is commonly used interchangeably with "global warming" and the "greenhouse effect." Definitions of climate change vary between and across regulatory authorities and the scientific community, but in general can be described as the changing of the earth's climate

5 David Solomon, Senior Architect, Sacramento Regional Transit District, personal communication, September 30, 2009.

caused by natural fluctuations and anthropogenic activities which alter the composition of the global atmosphere. Individual projects contribute to the cumulative effects of climate change by emitting GHGs during demolition, construction, and operational phases. The principal GHGs are carbon dioxide, methane, nitrous oxide, ozone, and water vapor.

It is expected that the proposed project would result in short-term GHG emissions from the combustion of fuel during construction. Because the proposed project would reconfigure an existing bus transfer area, long-term GHG emissions from local traffic increases (mobile sources) would be minimal as there would be no substantial changes to the mobile sources, such as would be linked to the number of bus trips, trip length, or idling time. Therefore, the project's incremental increase associated with increased traffic in the project vicinity would not contribute to regional and global GHG emissions and associated climate change effects. Neither the SMAQMD nor any other agency has adopted significance criteria or methodologies for estimating a project's contribution of GHGs or evaluating its significance. However, no individual development project, such as the proposed project, could, by itself, generate sufficient emissions of GHGs to result in a significant impact in the context of the cumulative effects of GHG emissions. Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, requires CARB to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020 (representing a 25 percent reduction in emissions). It is also important to note that future state actions taken pursuant to AB 32, including requirements for lower carbon-content in motor vehicle fuels, improved vehicle mileage standards, and increased share of renewable energy in electricity generation would also serve, in time, to further reduce GHG emissions related to the proposed project. Therefore, proposed project effects on GHG emissions would be less than significant.

d. **Less-than-Significant Impact.** The project site is within a primarily commercial and warehouse area; however, there are recently developed live-work/mixed uses west of 65th Street. Because the proposed project is a bus transfer facility, the proposed project would result in the idling of buses within the project site. However, because the proposed project is a relocation project and because RT buses are operated using CNG rather than diesel engines, the proposed project would not result in an increase in diesel particulate matter emissions in the project vicinity. As discussed under Items 3a and b, above, construction of the proposed project would temporarily result in diesel fumes associated with operation of construction equipment. Because these activities would be short-term, construction of the proposed project would not result in a significant amount of diesel particulate matter emissions. Therefore, this would be a less-than-significant impact.

e. **Less-than-Significant Impact.** While the project site is in a commercial-warehouse area, businesses, residents, and other receptors close to the project site may experience occasional odors from diesel equipment exhaust during construction. This effect would be intermittent and contingent on prevailing wind conditions. The generation of diesel exhaust is not generally considered to be a prime source of odor. Also, the generation of diesel odors would be short-term and periodic. Therefore, this impact is considered to be less than significant.

4. BIOLOGICAL RESOURCES

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	❑	■	❑	❑
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	❑	❑	❑	■
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling hydrological interruption, or other means?	❑	❑	❑	■
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	❑	❑	■	❑
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	❑	■	❑	❑
f. Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	❑	❑	❑	■

Background

Information on biological resources at University/65th Street Transit Improvement project site was drawn from the following sources:

- a reconnaissance-level field survey on June 10, 2009;
- a query of the June 2009 version of the California Natural Diversity Database (CNDDB) for the U.S. Geologic Survey (USGS) 7.5-minute series Sacramento East and Carmichael quadrangles on August 13, 2009 (see Appendix A);
- a review of the California Native Plant Society (CNPS) website for special-status plant lists on August 13, 2009 (see Appendix A); and
- a query of federally listed endangered and threatened species that may occur or could be affected by the proposed project, downloaded from the U.S. Fish and Wildlife Service (USFWS) website on August 13, 2009 (USFWS, see Appendix A).

Existing Setting

The project site is located in an urban area along Q Street in East Sacramento. The project site is bounded by 65th Street to the west, Redding Avenue to the east, commercial retail and Folsom Boulevard to the north, and the University/65th Street LRT station and tracks to the south. The existing bus transfer area at the northeast corner of 65th Street and Q Street is mostly paved, with bus bays and trees. The topography of the project site is flat, with a ruderal/drainage swale that runs west to east along the LRT line. The project site is highly disturbed by vehicle and foot traffic associated with the commercial retail and transit riders. Scattered trees include sycamore (*Platanus* sp.) and Chinese pistache (*Pistacia chinensis*) trees along Q Street.

Plant species observed within the ruderal/drainage swale habitat type include yellow star-thistle (*Centaurea solstitialis*), wild oat (*Avena barbata*), field mustard (*Brassica rapa*), rip-gut brome (*Bromus diandrus*), soft chess (*B. hordeaceus*), Italian thistle (*Carduus pycnocephalus*), turkey mullein (*Eremocarpus setigerus*), filaree (*Erodium* sp.), cut-leafed geranium (*Geranium dissectum*), Italian ryegrass (*Lolium multiflorum*), and clover (*Trifolium hirtum*). A list of species observed is in Appendix A.

Special Status Species. The potential occurrence of special-status plant and animal species within the project site and surrounding area has been determined through habitat information collected from a review of the CNDDB, USFWS, and CNPS queries, and the reconnaissance-level survey of the project site. For the purposes of this section, special-status species include:

- listed, proposed, or candidate species for listing as threatened or endangered by the USFWS pursuant to the Federal Endangered Species Act (FESA) of 1969, as amended;
- listed as rare, threatened, or endangered by the California Department of Fish and Game (CDFG) pursuant to the California Endangered Species Act (CESA) of 1970, as amended;
- designated as Fully Protected under Sections 3511 (birds), 4700 (mammals), and 5050 (reptiles and amphibians) of the California Fish and Game Code;
- designated by the CDFG as California Species of Concern;
- plant species listed as Category 1B and 2 by the CNPS; and
- species not currently protected by statute or regulation, but considered rare, threatened or endangered under CEQA (Section 15380).

The evaluation of special-status plants and wildlife, and sensitive natural habitats included a review of occurrence records from the CNDDB within a five-mile radius of the project site (see Appendix A), which encompasses a sufficient distance to accommodate for regional habitat diversity and to overcome the limitation of the CNDDB. A total of 17 special-status species, including one special-status plant, four special-status invertebrates, one special-status fish, one special-status reptile, nine special-status birds, and one special-status mammal have been recorded within five miles of the project site (see Appendix A). Using information gathered from the field survey and previous biological documents prepared for the project site, the list of special-status species was then refined to focus on those species most likely to occur on the project site.

The CNDDB also maintains a list of sensitive natural community types. Sensitive community types (e.g. elderberry savanna and northern hardpan vernal pool) occur on the Sacramento East and Carmichael quadrangles. However, elderberry savanna and northern hardpan vernal pool does not occur in the project site.

Regulatory Setting

Federal Endangered Species Act. The USFWS and the National Marine Fisheries Service (NMFS) implement the FESA; 16 USC' 153 et seq. Projects that would result in take of any federally-listed threatened or endangered species are required to obtain authorization from the USFWS and the NMFS through either Section 7 (interagency consultation) or Section 10(a) (incidental take permit) of FESA, depending on whether the federal government is involved in permitting or funding the project. The authorization process is used to determine if a project would jeopardize the continued existence of a listed species and what mitigation measures would be required to avoid jeopardizing the species.

Migratory Bird Treaty Act (MBTA). The MBTA regulates or prohibits the taking, killing, possession of, or harm of migratory bird species listed in Title 50 Code of Federal Regulations (CFR) Section 10.13. It is an international treaty for the conservation and management of bird species that migrate through more than one country, and is enforced in the United States by the USFWS. Hunting of specific migratory game birds is permitted under the regulations listed in Title 50 CFR 20.

California Endangered Species Act. The CDFG derives its authority from the Fish and Game Code of California, which implements the CESA 1985 (CDFG Code Section 2050 et seq.). CESA prohibits the "take" of listed threatened or endangered species. Take under CESA is restricted to the direct killing of a listed species and does not prohibit indirect harm by way of habitat modification.

City of Sacramento Tree Ordinance. The City of Sacramento Urban Forest Service reviews project plans and works with the City of Sacramento Development Services Department to minimize impacts to street trees from construction and development activities (Chapter 12.56.060). The Sacramento City Code includes the following provisions to protect City trees:

> **12.57.020 Definitions.**
>
> "City street tree" means and includes any tree growing on a public street right-of-way. City street trees are maintained by the city.
>
> "Maintenance easement private street tree" means and includes any tree growing within a maintenance easement. No parcel contains more than one maintenance easement private street tree per forty (40) feet of street frontage. If there is more than one tree in the maintenance easement per forty (40) feet of street frontage, only the one closest to the street is a maintenance easement private street tree, and the other(s) are private trees.
>
> "Street tree" means and includes both city street trees and maintenance easement private trees (Prior code §45.01.002).
>
> **12.57.60.1 Protection of trees.**
>
> (a) No person shall remove, trim, prune, cut or otherwise perform any maintenance on any city street tree without first obtaining a permit from the director pursuant to Section 12.56.070 of chapter 12.56.
>
> (b) No person shall interfere or cause any person to interfere with any tree related work being done pursuant to this chapter by any employee of the city or any person or firm doing work for the city.

(c) No person shall injure or destroy any city street tree by any means, including but not limited to the following:

1. Constructing a concrete, asphalt, brick or gravel sidewalk, or otherwise filling up the ground area around any tree so as to shut off air, light or water from its roots, unless ordered or authorized to do so by the city.

2. Piling building material, equipment or other substance around any tree so as to injure the tree.

3. Pouring any deleterious matter on or around any tree or on the surrounding ground, lawn or sidewalk.

4. Posting any sign, poster, notice, or similar device on any tree, tree stake or guard, or by fastening any guy wire, cable, rope, nails, screws, or other device to any tree, tree stake or guard for any purpose other than supporting the tree.

5. Causing any fire or burning near or around any tree.

6. Cutting roots with a diameter of two inches or greater for sidewalk repair or any other purpose; provided, however, that roots with a diameter of two inches or greater may be cut if authorized in advance by the director.

(d) The director of public works and the planning director shall notify the director of any applications for new subdivisions, curb, gutter, sidewalk, street light or driveway installations, or other proposed improvements which might require the removal of or cause injury to, any city street tree, or interfere with the fulfillment of the maintenance easement private street tree plantings. (Prior code § 45.01.006)

Discussion

a. Less Than Significant with Mitigation Incorporated. The following discusses proposed project impacts on special-status plants and terrestrial life within the project site and vicinity.

Special-Status Plants. The project site does not support habitat for special-status plant species; therefore the proposed project would have no impact on special-status plant species.

Terrestrial Wildlife. Three special-status birds have been recorded within five miles of the project site (see Appendix A): Swainson's hawk (*Buteo swainsoni*), white-tailed kite (*Elanus leucurus*), and purple martin (*Progne subis*). The habitats found within the project site could provide potentially suitable nesting habitat for these birds, as well as other nesting raptors.

The purple martin is a California species of special concern. Purple martins in the western U.S. are tree cavity nesters; however, in Sacramento they have been found using weep holes under overpasses for nest sites. A purple martin colony that has been active for the past six years is located approximately 0.5 miles west of the project site, within the Redding Avenue overpass. No purple martins were observed during the site visit; however, the nesting season for this species does not start until mid-April.

Migratory birds and their active nests are protected under the MBTA, and nesting raptors are further protected under Section 3503.5 of the California Fish and Game Code. Construction noise and other activities can disturb nesting birds and/or nestlings. If Swainson's hawk or other raptors (e.g. white-tailed kite) are nesting in trees in and adjacent to an area where excavation/construction

has yet to begin, the disturbance created by heavy equipment during the initiation of construction activities may cause them to abandon the nest. Disruption of nesting birds, resulting in the abandonment of active nests, or the loss of active nests through construction activities would be a potentially significant impact.

MITIGATION MEASURES. Implementation of Mitigation Measures BIO-1(a) through BIO-1(c) by identifying, and avoiding/mitigating for the presence of any Swainson's hawk, other raptors, or migratory birds nesting in or adjacent to the project site and would reduce potentially-significant impacts to a less-than-significant level.

BIO-1 a) If construction operations occurs during the nesting season for nesting migratory birds (February 1 - September 15), including Swainson's hawk, and other raptors, pre-construction surveys for active nests shall be conducted within 250 feet of the project site. Surveys shall be conducted within 30 days prior to the start of construction. A pre-construction survey report shall be submitted to CDFG 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 site. If no active nests of MBTA, CDFG, or USFWS covered species are identified then no further mitigation is required.

b) Should active nests of protected bird species be identified during the survey, RT, in consultation with the CDFG, shall delay construction in the vicinity of active nest sites during the breeding season (February 1 through September 15) 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.

If demolition/construction activities are unavoidable within the buffer zone, RT 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.

c) Every effort should be made to preserve Swainson's hawk nest trees through project design or avoidance measures. However, if removal of the nest tree during the nesting season is unavoidable, a Section 2081 incidental take permit would be required from the CDFG. Mitigation for the loss of active Swainson's hawk nest trees would be determined in consultation with the CDFG and could include the replacement of trees at a CDFG-approved mitigation site and ratio.

A Swainson's hawk nest site has been identified 4.5 miles west of the project site (CNDDB Occurrence No. 502). CDFG has determined that most successful Swainson's hawk nests have ample foraging habitat within a 10-mile radius of the nest site. However, the project site does not provide suitable foraging habitat for Swainson's hawk. According to the 1999 CDFG Staff Regarding Mitigation for Impacts to Swainson's Hawks in the Central Valley of California, the proposed project should be considered an infill project and exempt from Swainson's hawk foraging habitat mitigation, based on the following items:

- The project site is located in an urbanized portion of the City of Sacramento;
- The project site is surrounded by industrial and commercial development;
- The project site is a small disjunct parcel of disturbed grassland that would not support a breeding Swainson's hawk pair;
- The project site is greater than 0.25 miles from an active Swainson's hawk nest tree; and
- The project site is less than 5 acres in size.

Therefore, the construction of the proposed project would have no impact on foraging habitat for Swainson's hawk.

b. **No Impact.** The project site does not contain sensitive natural communities (e.g., elderberry savanna and northern hardpan vernal pool). The proposed project would result in no impact on listed sensitive natural communities.

c. **No Impact.** Wetlands or "other waters" include lakes, rivers, streams (including intermittent streams), mud flats, sand flats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds fall under the jurisdiction of the U.S. Army Corps of Engineers pursuant to Section 404 of the Clean Water Act do not occur in the project site. Therefore, the proposed project would have no impact on wetlands and other waters of the U.S.

d. **No Impact.** The project site is located in an urban area surrounded by commercial and residential uses. The southern portion of the project site is surrounded by the LRT line and Highway 50. The project site and vicinity does not provide a migratory wildlife corridor and therefore, there would be no impact on such resources resulting from the construction of the project site.

e. **Less than Significant with Mitigation Incorporated.** The City of Sacramento has adopted an ordinance to protect trees as a significant resource to the community. It is the City's policy to retain trees when possible regardless of their size. When circumstances would not allow for retention, permits are required to remove trees within the City's jurisdiction. Removal of, or construction around, trees protected by the tree ordinance is subject to permission and inspection by City arborists.

Protected trees could be removed or affected during staging, and other construction related activities. As shown in Table 1, a total of 14 street trees, including 5 valley oaks (*Quercus lobata*), 6 London plane tree (*Platanus acerifolia*), and 3 honey locust (*Gleditisia triacanthos*) totaling 135

Table 1
Trees to be Removed

Tree Type	Diameter at Breast Height (DBH) in inches	Location	Mitigation Required?
Platanus acerifolia	18	South side of Q Street, near 65th Street	Yes
Gleditisia triacanthos	7	South side of Q Street, east of 67th Street	
Gleditisia triacanthos	7	South side of Q Street, east of 67th Street	Yes
Gleditisia triacanthos	9	South side of Q Street, east of 67th Street	Yes
Platanus acerifolia	10	North side of Q Street, near 67th Street	Yes
Platanus acerifolia	9	North side of Q Street, between 65th Street and 67th Street	Yes
Platanus acerifolia	10	North side of Q Street, between 65th Street and 67th Street	Yes
Platanus acerifolia	10	North side of Q Street, between 65th Street and 67th Street	Yes
Platanus acerifolia	13	North side of Q Street, near 65th Street	Yes
Quercus lobata	8	East side of 67th Street, between Folsom Boulevard and Q Street	Yes
Quercus lobata	8	East side of 67th Street, between Folsom Boulevard and Q Street	Yes
Quercus lobata	8	East side of 67th Street, between Folsom Boulevard and Q Street	Yes
Quercus lobata	7	East side of 67th Street, between Folsom Boulevard and Q Street	Yes
Quercus lobata	11	East side of 67th Street, between Folsom Boulevard and Q Street	Yes
Total Trees to be Removed = 14			
Total Inches = 135			

Source: Orsee Design Associates, October 2009.

inches DBH were identified in the project site.[6] Street trees occur along Q Street and in the existing planter boxes on the westbound LRT platform. Modifying and relocating these street trees could conflict with the City tree ordinance and is considered a potentially significant impact.

MITIGATION MEASURE. Implementation of Mitigation Measure BIO-2, which would require RT to comply with the City of Sacramento's tree ordinance, would reduce potentially-significant impacts to a less-than-significant level.

BIO-2 RT shall comply with the City of Sacramento's tree ordinance and implement the following tree-protection measures prior to and during project construction.

To the maximum extent feasible, the project design shall avoid loss of any protected tree. RT shall retain a certified arborist to survey trees in the construction area, and identify and

6 Timothy Hiraoka, ASLA, Orsee Design Associates, personal communication, October 2, 2009.

evaluate trees that will be removed. If the arborist's survey does not identify any protected trees that would be removed or damaged as a result of the proposed construction, no further mitigation is necessary.

If protected trees (or their canopy) are identified within the affected area, measures shall be taken to avoid impacts on protected trees, as detailed in the City's tree ordinance. Protected trees that are lost as a result of the proposed project will be replaced according to the provisions of the ordinance (Section 12.56.090), which requires a 24-inch box replacement for each street tree at least 6-inches in diameter at breast height (DBH), or at least a 15-gallon replacement for each street tree less than 6-inches DBH. Tree replacement shall occur after project construction and will be monitored by qualified arborists.

f. **No Impact.** There are no approved Habitat Conservation Plans, Natural Conservation Community Plans, or other adopted plans in the vicinity of the project site. Therefore, no impact would occur.

5. CULTURAL RESOURCES

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	❑	❑	❑	■
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	❑	■	❑	❑
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	❑	■	❑	❑
d. Disturb any human remains, including those interred outside of formal cemeteries?	❑	■	❑	❑

Background

PBS&J conducted a cultural resource investigation for the proposed project that included a records search of the North Central Information Center (NCIC) of the California Historical Resources Information System, Native American consultation, and a pedestrian survey of the proposed project site by an architectural historian.

Discussion

a. **No Impact.** The NCIC records search indicated that no historic-age buildings, structures, districts, or features have been recorded within the project site or a 200-foot radius. A PBS&J architectural

historian visited the project site on June 10, 2009 to determine if any potential historical resources could be affected by the proposed project, either directly by project construction or indirectly through adverse effects to resource setting. No potential historical resources were observed during the site survey. The project site and surrounding area is characterized by modern (post-1960) commercial and warehouse buildings. Project construction and operation would have no impact on recorded or previously unrecorded historical resources.

b. **Less than Significant With Mitigation Incorporated.** Project-related ground disturbance would disturb soils to an approximate depth of 10 feet and would include paving within the ROW of the proposed 67th Street and the re-aligned Q Street and excavation for light pole foundations, communications and irrigation conduits, and water, sewer and storm drain infrastructure. The NCIC records search indicated that no prehistoric archaeological sites have been recorded within or immediately adjacent to the project site. Despite the absence of previously archaeological resources within the project site or its immediate vicinity, it is possible that project-related ground-disturbing activities, may encounter previously unidentified, subsurface archaeological or Native American resources. Implementation of the mitigation measure below would reduce potential impacts less-than-significant levels. Therefore the proposed project would have a less-than-significant impact with mitigation incorporated.

MITIGATION MEASURE. The impacts to any discovered resources would be reduced to a less-than-significant level with implementation of Mitigation Measure CR-1. Mitigation Measure CR-1 ensures that any discovered resources are examined by a qualified archaeologist and appropriate action is taken.

CR-1 If evidence of an archaeological site or other suspected historical resource as defined by CEQA Guidelines Section 15064.5, including darkened soil representing past human activity ("midden"), that could conceal material remains (e.g., worked stone, fired clay vessels, faunal bone, hearths, storage pits, or burials) are discovered during project-related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted and RT shall be notified. RT shall hire a qualified archaeologist to assess the significance of the find. Impacts on any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by the archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological Documentation. Any identified cultural resources shall be recorded on the appropriate DPR 523 (A-L) form and filed with the North Central Information Center.

c. **Less than Significant With Mitigation Incorporated.** Archival research of the area did not reveal the presence of unique paleontological resources or unique geologic features.[7] Nonetheless, it is possible that project-related ground-disturbing activities could encounter fossil remains. Implementation of the mitigation measure below would reduce potential impacts less-than-

7 Ellen Bowden, Researcher, North Central Information Center, California State University, Sacramento, letter to PBS&J, Re: 65th Street Bus Transfer Station Project, Records Search Results Summary (NCIC File No.: SAC-09-62), June 19, 2009.

significant levels. Therefore the proposed project would have a less-than-significant impact with mitigation incorporated.

MITIGATION MEASURE. The impacts to any paleontological resources would be reduced to a less-than-significant level with implementation of Mitigation Measure CR-2. Mitigation Measure CR-2 ensures that any discovered paleontological resources are examined by a certified paleontologist and appropriate action is taken.

CR-2 If any paleontological resources or suspected paleontological resources, such as vertebrate, plant, or invertebrate fossils, are encountered during any construction activities, work shall be suspended within 100 feet of the find. RT shall be notified immediately of the discovery and shall retain the services of a certified paleontologist to evaluate the find and provide recommendations for treatment of any significant paleontological resources. Should avoidance of any significant paleontological resource be determined infeasible, other measures (such as data and sample recovery) shall be implemented. Work may proceed on portions of the project site at least 50-feet from the discovered resource while mitigation of impacts on paleontological resources is implemented.

d. Less than Significant With Mitigation Incorporated. There are no recorded instances of human remains occurring within the project site or in the immediate vicinity.[8] Nonetheless, it is possible that human remains are present within the project site and could be disturbed by project-related activities. Implementation of the mitigation measure below would reduce potential impacts less-than-significant levels. Therefore the proposed project would have a less-than-significant impact with mitigation incorporated.

MITIGATION MEASURE. The impacts due to the discovery of human remains would be reduced to a less-than-significant level with implementation of Mitigation Measure CR-3. Mitigation Measure CR-3 ensures that the NAHC be notified, that potential human remains are examined by a qualified professional and appropriate action is taken.

CR-3 If human remains (including disarticulated or cremated remains) are discovered at any project construction sites during any phase of construction, all ground-disturbing activity within 100 feet of the resource shall be halted and RT and the County coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. RT shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. RT shall be

8 Ellen Bowden, Researcher, North Central Information Center, California State University, Sacramento, letter to PBS&J, Re: 65th Street Bus Transfer Station Project, Records Search Results Summary (NCIC File No.: SAC-09-62), June 19, 2009.

responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of State law, as set forth in CEQA Guidelines Section 15064.5(e) and Public Resources Code Section 5097.98. RT shall implement approved mitigation measure(s) before resuming ground-disturbing activities within 100 feet of where the remains were discovered.

6. GEOLOGY AND SOILS

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	❑	❑	❑	■
ii. Strong seismic groundshaking?	❑	❑	■	❑
iii. Seismic-related ground failure, including liquefaction?	❑	❑	■	❑
iv. Landslides?	❑	❑	❑	■
b. Result in substantial soil erosion or the loss of topsoil?	❑	❑	■	❑
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	❑	❑	■	❑
d. Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (1998), creating substantial risks to life or property?	❑	❑	■	❑

Discussion

a.(i) No Impact. There are no Alquist-Priolo Earthquake Fault Zones within Sacramento County.[9] Consequently, the proposed project is not expected to expose people or structures to adverse effects caused by the rupture of a known fault. There would be no impact associated with fault rupture.

9 California Department of Conservation, California Geological Survey, Alquist-Priolo Earthquake Fault Zones, *Table 4, Cities and Counties Affected by Alquist-Priolo Earthquake Fault Zones as of May 1, 1999*, <www.conservation.ca.gov/cgs/rghm/ap/Pages/affected.aspx>, accessed June 26, 2009.

a.(ii) **Less-than-Significant Impact.** Within the City of Sacramento and the Sacramento region, there are no known faults; however, significant earthquakes have occurred on previously undetected faults. Faults located nearest to the City are the Bear Mountain and New Melones faults, about 23 miles east of Sacramento in the Sierra Nevada foothills, and the Midland Fault, about 26 miles west of Sacramento in Sonoma County. In addition, another possible fault lies northwest of Sacramento called the Dunnigan Hills Fault, is further to the northwest in Yolo County.[10] Depending on the strength of groundshaking, it is possible that structures in the area could be damaged during such an event. Bus shelters as part of the proposed improvements would be constructed to California Building Code standards and are not intended for habitation. As the proposed operator's restroom would be considered a habitable structure, that building would be constructed according to the California Building Code. Consequently, the proposed project is not expected to expose people or structures to strong groundshaking and the hazard would be less than significant.

a.(iii) **Less-than-Significant Impact.** The proposed project includes the transfer of bus berths from the existing bus transfer area to nearby ROW within the project site and associated improvements to the ROW. While the project site is located in an area with a low ground shaking and liquefaction risk, the proposed project could increase or exacerbate the risk to life and human property for transit center users. However, all foundations and infrastructure associated with the proposed project would be constructed in compliance with the most current State and local standards, including RT standards and specifications; therefore, the potential for seismic damage to the transit center area would be minimal. As mentioned in Item 6a(ii) above, the operator's restroom would be considered a habitable structure and that building would be constructed according to the California Building Code. Consequently, the proposed project is not expected to expose people or structures to seismic-related ground failure and the hazard would be less than significant.

a.(iv) **No Impact.** The project site is located in a flat area; there is no risk of landslides in such terrain. Consequently, the proposed project would not expose people or structures to landslides and there would be no impact associated with landslide risk.

b. **Less-than-Significant Impact.** The project site is a fully developed site that is paved with minimal landscaping. Erosion control during construction would be subject to the City's Grading and Erosion and Sediment Control Ordinance and to the Best Management Practices (BMPs) and preventative measures as outlined in the Stormwater Pollution Prevention Plan (SWPPP) prepared by the project contractor. RT would file a Notice of Intent with the State Water Resources Control Board in accordance with the General Permit for Stormwater Discharges Associated with Construction Activity. RT would assure that the SWPPP is maintained in the project site and that all water quality standards are maintained. The SWPPP would incorporate sediment and erosion controls such as silt fences and erosion control blankets. Following the completion of construction activities, disturbed areas would either be repaved or landscaped. With these standard measures for erosion control, the impact would be less than significant.

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10 City of Sacramento, General Plan Update Technical Background Report, June 2005, p. 7.1-1

c, d. Less-than-Significant Impact. See Item a.(iii), above, regarding lateral spreading and liquefaction. The project site is located on the San Joaquin-Urban land complex, 0 to 2 percent slops soil unit.[11] The San Joaquin-Urban land complex soil unit is composed of 50 percent San Joaquin and similar soils, with the remainder of urban land and a variety of minor soil types. San Joaquin soils are characterized by moderate drainage, very low capacity to transmit water, and water availability at a depth of 80 inches and more.[12] Urban land, such as the project site and vicinity, consists of areas covered by roads, driveways, sidewalks, parking lots, buildings, and other structures. The soil material under the impervious surface is similar to that of San Joaquin soils.[13]

A soil's potential to shrink and swell depends on the amount and types of clay in the soil. Certain clays are more responsive to changes in water content than other types: they expand when wet and disproportionately shrink when dry. Moreover, the higher the clay content, the more the soil would swell when wet and shrink when dry. Highly expansive soils can cause structural damage to foundations and roads without proper structural engineering and are generally less suitable or desirable for development than nonexpansive soils because of the necessity for detailed geologic investigations and costlier grading applications. Because the San Joaquin series consists of soils that formed in alluvium are derived from mixed but dominantly granitic rock sources, the clay content is low, and impacts would be less than significant.

7. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	❑	❑	■	❑
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	❑	❑	■	❑
c. Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	❑	❑	❑	■

11 U.S. Department of Agriculture, Natural Resources Conservation Service, Web Soil Survey 2.0, National Cooperative Soil Survey, Soil Map-San Joaquin County, California, <http://websoilsurvey.nrcs.usda.gov/app>, accessed July 9, 2009.

12 U.S. Department of Agriculture, Natural Resources Conservation Service, Web Soil Survey 2.0, National Cooperative Soil Survey, Soil Map-San Joaquin County, California, Map Unit Description, (Brief, Generated)- San Joaquin County, California, http://websoilsurvey.nrcs.usda.gov/app/, accessed July 9, 2009.

13 U.S. Department of Agriculture, Natural Resources Conservation Service, Web Soil Survey 2.0, National Cooperative Soil Survey, Soil Map-San Joaquin County, California, Map Unit Description, (Brief, Generated)- San Joaquin County, California, <http://websoilsurvey.nrcs.usda.gov/app>, accessed July 9, 2009.

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	❑	■	❑	❑
e. Be located within an airport land use plan area or, where such a plan has not been adopted, be within two miles of a public airport or public use airport, and result in a safety hazard for people residing or working in the project vicinity?	❑	❑	❑	■
f. Be located within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the project vicinity?	❑	❑	❑	■
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	❑	❑	■	❑
h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	❑	❑	❑	■

Background

A portion of the project site at 6700 Folsom Boulevard, a property that requires partial acquisition to accommodate an improved turning radius at the southeast corner of Folsom Boulevard and 67th Street, is included on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (State Water Resources Control Board List of Leaking Underground Storage Tank Sites).[14] The following describes environmental conditions at the property.

Three underground storage tanks (USTs) were removed from the 6700 Folsom Boulevard property in 1987. The USTs were located in the southwest corner of the 6700 Folsom Boulevard property. At the time of tank removal, field evidence, including holes in the USTs and visible gasoline in the soil, indicated the USTs had leaked. Gasoline-contaminated soil was excavated from the former UST area, but groundwater was not investigated.

In 2002, the Sacramento County Environmental Management Department (SCEMD) placed the 6700 Folsom Boulevard location into its Local Oversight Program (LOP), and assumed oversight of additional investigation. A groundwater monitoring network consisting of three wells (MW1, MW2, MW3) was installed in 2002, and groundwater samples have been collected and analyzed quarterly to evaluate the lateral and vertical extent of petroleum-impacted groundwater. In 2008, a fourth monitoring well (MW4) was installed. At the time MW4 was installed, soil samples collected from the well boring showed low

14 California Environmental Protection Agency, "Cortese List" Data Resources. <www.calepa.ca.gov/SiteCleanup/CorteseList>, <https://geotracker.waterboards.ca.gov>

levels of total petroleum hydrocarbons gasoline (TPHg), ethylbenzene, and total xylenes.[15] Soil samples from three soil borings south of the RT ROW and Q Street (outside the property boundary and outside the project site) were also tested.

MW1 is in the southwest corner of the 6700 Folsom Boulevard property in the vicinity of the former UST area and soil excavation. MW2 is west of MW1 and is situated where sidewalk, curb, and gutter improvements are proposed. MW3 and MW4 are in a paved parking area associated with the existing building on the property, approximately under the edge of the building canopy. None of the wells are in active roadway travel lanes. The four well heads are below the existing ground surface and are completed with flush-mounted, traffic-grade well vaults (metal plate). There are two monitoring wells on the property associated with an investigation at an adjacent property to the east (MW12 to the north and MW16 near the southeast corner of the canopy on the building on the parcel).

Groundwater in the wells is tested for TPHg, fuel oxygenates (MTBE and others), and benzene, toluene, ethylbenzene, and total xylenes, collectively referred to as BTEX.

The results of quarterly groundwater sampling between 2007 and 2008 show that groundwater ranges from approximately 36 to 39 feet below the ground surface and generally flows southeast, with the exception of November 2008, when groundwater flowed northeast. Reported results from 2004 through 2008 show TPHg and BTEX are consistently detected in groundwater in MW1, MW3, and MW4. Contaminants are not found in MW2. Levels of contaminants in MW1 and MW3 in the southwest portion of the property are much lower than those detected in MW4 and MW16 further southeast. The investigation consultants suggested there appear to be two separate releases of petroleum products contributing to groundwater conditions. Contaminants detected in MW1 and MW3 are probably the result of the former USTs in the southwest corner, while those to the southeast may be associated with an off-site source.[16]

Discussion

a, b. **Less-than-Significant Impact.** Day-to-day operations of the proposed project would not require the routine transport, use, or disposal of hazardous materials. Prior to construction, a Hazardous Materials Management Plan would be prepared to ensure that potential impacts resulting from accidental spills would be contained and minimized. Hazardous wastes resulting construction operations would be contained, recycled, and disposed of properly, in compliance with federal, state, and local regulations. Therefore, this would be a less-than-significant impact.

c. **No Impact.** There are no schools located within ¼ mile of the project site. The closest school to the project site is Phoebe A. Hearst Elementary School, located on 60th Street near Folsom Boulevard approximately ½ mile northwest of the project site. Because there are no schools located within ¼ mile of the project site, there would be no impact associated with emissions or the handling of hazardous materials or wastes within ¼ mile of a school.

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15 Wallace Kuhl Associates, *Subsurface Investigation Report of Findings, 6700 Folsom Boulevard, Sacramento, California*, August 5, 2008.

16 Wallace Kuhl Associates, *Subsurface Investigation Report of Findings, 6700 Folsom Boulevard, Sacramento, California*, August 5, 2008.

d. **Less than Significant with Mitigation Incorporated.** Two small areas need to be acquired from the adjacent property at 6700 Folsom Boulevard. That site is on the County of Sacramento cleanup list for LUST (leaking underground storage tanks) for USTs previously removed from the site. The proposed project would increase the radius of the curb at the southwest and northwest corners of the 6700 Folsom Boulevard property to meet minimum City design standards. Construction at the two small areas at 6700 Folsom Boulevard would involve minor demolition and clearing, and excavation, only as necessary to place a standard City sidewalk, curb and gutter, or roadway section. These improvements would not extend to more than two to three feet below the ground surface. There is no reported contamination at the northwest corner of the 6700 Folsom Boulevard location, so such improvements are not expected to present a hazard at that location.

Potential Interference with Groundwater Monitoring Network. At the southwest corner of the 6700 Folsom Boulevard property, there is one monitoring well (MW2) situated where the proposed sidewalk, retaining wall, curb, and gutter improvements would occur. No soil contamination that could present a hazard has been reported at that location subsequent to removal of the former underground tanks, and groundwater has not been impacted. The proposed project sidewalk, retaining wall, curb, and gutter improvements at that location would not create a significant hazard to the public because no contaminants have been reported. However, MW2 is part of an established groundwater monitoring network. If the construction or operational activities were to damage or otherwise render MW2 inoperable, this could result in the loss of important data that may useful in determining the characteristics of known groundwater contaminant plumes. For example, excavation could crack the wellhead or casing, or new landscaping or pervious surfaces could obstruct access to the wellhead. Upon completion of the improvements, quarterly monitoring would need to continue until otherwise directed by SCEMD, so access to MW2 would need to be maintained. Absent monitoring data, if there were a change in groundwater flow characteristics that could alter contaminant extent, and that change is not observed, this could affect assumptions about environmental conditions in groundwater. This would be a potentially significant impact.

MITIGATION MEASURE. Implementation of Mitigation Measure HM-1 would ensure this impact would remain a less-than-significant impact by requiring RT to coordinate in advance with SCEMD to identify appropriate methods to protect, or relocate MW2 (as necessary).

HM-1 Prior to construction, RT shall consult with the Sacramento County Environmental Management Department (SCEMD)to determine whether there are any construction or operational activities that could damage or otherwise interfere with use of Monitoring Well 2 (MW) for ongoing groundwater monitoring. If SCEMD determines MW2 would not be affected by project activities, RT shall obtain written documentation from SCEMD to that effect. If it is determined that well relocation or protective measures are necessary, RT shall coordinate with SCEMD in advance of any construction to identify the appropriate measures and to obtain regulatory approval of such measures. Construction of improvements that could affect MW2 shall not be implemented until SCEMD has inspected any modifications and provided written notification to RT that it has reviewed and approved the protective measures.

Storm drain improvements are proposed in the existing roadway (Q Street) that separates the existing property and structure from the RT ROW. Based on the 65 percent design drawings, it appears the line would be located south of MW3 and MW4, so they would not be directly impacted by the storm drain itself. However, there is the potential that the weight of heavy equipment could damage the well vault, or if the excavation extended far enough to the north, it could intercept the wells. Damage of the wells could affect the ability to sample the wells, or it could affect the quality of the water samples for testing purposes if the annulus were damaged. As described above, actions that could adversely affect the monitoring program would be a potentially significant impact.

MITIGATION MEASURE. Implementation of Mitigation Measure HM-2 would reduce this impact to a less-than-significant level by ensuring MW3 and MW4 well locations are indicated in design and construction plans, and that measures are in place to protect them.

HM-2 Prior to construction, RT shall ensure design and construction drawings accurately depict the location of MW3 and MW4. Construction of improvements that could affect MW3 and MW4 shall not be implemented until protective measures have been identified and incorporated into construction specifications.

Potential to Directly Encounter Groundwater Contaminants. A bio-swale is proposed between Q Street and the LRT track. A bio-swale is a stormwater quality feature that would be used as a best management practice to reduce urban pollutants in runoff at the project site. The proposed location for the bio-swale includes vegetated, unimproved, and pervious surfaces, which allow some infiltration under baseline conditions. Moreover, as noted above, groundwater is at least 36 feet below the ground surface. For these reasons, there would not be a significant change in infiltration that could substantially affect groundwater conditions that could, in turn, affect contaminants detected in groundwater. Thus, potential environmental effects would not be significant.

The proposed trench excavation depth for the storm drain improvements is 10 feet below existing grade. This would not require dewatering because the lowest excavation depth would be 10 feet above groundwater, so the potential for construction workers to encounter contaminated groundwater is unlikely. Similarly, contaminated groundwater would not need to be extracted or disposed of, thus limiting potential adverse impacts from this potential exposure to less than significant.

Discovery of Previously Unidentified Contamination. Although reasonable efforts have been made to determine the lateral and vertical extent of contaminants in soil and groundwater at the 6700 Folsom Boulevard property, there is the potential previously unidentified contaminants may be present in soil or pore spaces in the soil where vapors associated with historical contaminant sources that have been identified at that location. Trenching to a depth of 10 feet for the proposed storm drainage improvements could encounter previously unidentified soil contamination. This could pose a health risk to construction workers as a result of exposure to hazardous materials, which is considered a potentially significant impact.

MITIGATION MEASURE. Implementation of Mitigation Measure HM-3 would reduce this impact to a less-than-significant level by ensuring appropriate precautions are taken to identify and manage contaminants, if any, that could be discovered during construction.

HM-3 During construction of project improvements that involve below-grade work or disturbance of underlying soil materials (including fill), in the event discolored soil, odors, or other conditions that have the potential to pose a threat to human health and the environment are encountered, work shall stop immediately. RT shall ensure a qualified professional investigates the location. Work shall not resume until appropriate measures have been identified and implemented to reduce potential hazards to human health and the environment. RT shall ensure appropriate agency notifications, such as the SCEMD. RT shall ensure construction specifications include information about the potential for encountering previously unidentified hazardous materials contamination and the steps that shall be implemented in the event such a discovery is made.

e, f. **No Impact.** The project site is not in the vicinity of a public or private airport or an airport land use plan. The closest airport is the Sacramento Executive Airport, located approximately 6.5 miles to the west of the project site. Therefore, there would be no safety hazard from airport uses and no effect on airport activities that could endanger residents or employees nearby.

g. **Less-than-Significant Impact.** The proposed project does not include design features that would impede the provision of emergency access to or from the area. Fire and other emergency access for the area would be provided by the existing roads. Therefore, the proposed project would not impair the implementation of, or interfere with, an adopted emergency response plan or emergency evacuation plan, and the impact would be less than significant.

h. **No Impact.** The project site is in an urbanized area of Sacramento that is not adjacent to wildlands, and as such, would not be subject to wildland fire risks.

8. HYDROLOGY AND WATER QUALITY

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?	❑	❑	■	❑
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	❑	❑	■	❑

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation onsite or offsite?	❑	■	❑	❑
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite?	❑	❑	❑	■
e. Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	❑	■	❑	❑
f. Otherwise substantially degrade water quality?	❑	❑	❑	■
g. Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	❑	❑	❑	■
h. Place structures within a 100-year flood hazard area that would impede or redirect flood flows?	❑	❑	❑	■
i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	❑	❑	■	❑
j. Contribute to inundation by seiche, tsunami, or mudflow?	❑	❑	❑	■

Discussion

a. **Less than Significant.** Drainage from the project site flows into the City of Sacramento storm drain system, which discharges to the American River. The American River is located within the Sacramento River Basin. As such, the applicable water quality standards are listed in the Fourth Edition of the Water Quality Control Plan (Basin Plan) For the Sacramento River and San Joaquin River Basins. Construction of the proposed project would occur within the City of Sacramento and disturb more than one acre of land surface. Therefore, the applicable waste discharge requirements (WDR) are the Municipal Separate Storm Sewer (MS4) stormwater National Pollutant Discharge Elimination System (NPDES) permit (Order No. R5-2002-0206 and NPDES No. CAS082597 [Municipal Stormwater NPDES Permit) and the Statewide construction general NPDES permit for stormwater runoff (Order No. 99 - 08 – DWQ and NPDES No. CAS000002 [Construction General NPDES Permit]), and potentially, the dewatering and low threat discharges general NPDES permit (Order No. R5-2008-0081 and NPDES No. CAG995001 [Dewatering General NPDES Permit]). The City of Sacramento has implemented a Stormwater Quality Improvement Program and developed Stormwater Quality Improvement Plan (SQIP) in compliance with these WDRs.

Requirements for water quality protection are codified in Chapter 13.16 (Stormwater Management and Discharge Control) and Chapter 15.88 (Grading, Erosion and Sediment Control) of the City of Sacramento Municipal Code. Section 13.16.120 (Reduction of Pollutants in Stormwater) is intended to ensure compliance with CAS082597 and requires reduction of pollutants in stormwater runoff to the maximum extent practicable for all activities and compliance with all general permits including the Construction General NPDES Permit and Dewatering General NPDES Permit (if applicable). Section 15.88.060 (Grading Approval Required) requires City approval of grading plans and Section 15.88.140 (Construction in public Right-of-Ways) requires a City encroachment permit for construction in the City within the ROW of a public road or street, or within a public easement. These mechanisms would also help ensure compliance with the WDRs and that measures are implemented to prevent substantial polluted stormwater runoff and erosion and sediment transport. Compliance with these WDRs is considered protective of water quality by the State and Regional Water Quality Control Boards. Consequently, violation of WDRs or water quality standards would be less than significant.

b. **Less than Significant.** The South American Groundwater Subbasin, which is part of the larger Sacramento Valley Groundwater Basin, underlies the project site. Because the proposed project would involve improvements within the existing ROW, which are primarily paved areas, the proposed project would not involve construction practices or develop facilities that would substantially prevent or otherwise redirect groundwater resources in the project site. Since no increase in impervious surface area would occur, there would be no change in surface infiltration characteristics affecting groundwater recharge. The City of Sacramento already treats and distributes water from American and Sacramento Rivers to the project site and no new water supplies would be required. Ground water within the project vicinity ranges from about 36 to 39 feet below ground surface. Although the depths are below the anticipated excavation depth of 10 feet, excavations for utility trenches and pits could encounter groundwater and require dewatering during construction activities. Construction dewatering would be regulated under the Dewatering General Permit. Additionally, potential groundwater dewatering would be temporary and would not be substantial. Therefore, potential impacts on groundwater levels and the water supply would be less than significant.

c. **Less than Significant with Mitigation Incorporated.** The proposed project would include improvements to existing impervious surfaces within the ROW and no new impervious surface area would be added that could result in additional runoff from the project site.[17] Furthermore, all off-site drainage is to an underground, piped drainage system. Therefore, there would be no effect of the proposed project on off-site erosion. During construction activities, exposed surfaces would be susceptible to erosion and sediment transport, unless surfaces are below the ground level. Development and implementation of a Storm Water Pollution Prevention Plan, in accordance with the Construction General NPDES Permit and the City's Stormwater Management and Discharge Control Ordinance, and compliance with the City's Grading, Erosion and Sediment Control Ordinance would ensure that potential on-site construction erosion and contribution of pollutants to stormwater runoff would not be substantial. Following construction, the majority of the project site would remain impervious and not susceptible to erosion. However, the proposed project

17 Psomas, Drainage *Study for 65th Street Transit Center Relocation Project*, July 2009.

would include a drainage bio-swale along the south side of Q Street, between the LRT platform and 69th Street/Redding Avenue. This drainage bio-swale could be susceptible to erosion from high velocity stormwater runoff (exceeding the 10-year storm event flows). This would be a potentially significant impact.

MITIGATION MEASURE. Implementation of Mitigation Measure HY-1 would ensure proper drainage bio-swale design such that potential erosion is not substantial and impacts of the proposed project on erosion and siltation are reduced to less-than-significant levels.

HY-1 The drainage bio-swale shall be designed such that flow in the swale, for storm events up to the 100-year storm event, does not exceed 5 cubic feet per second (cfs)[18] or the critical velocity (feet per second [fps]) that would create a shear stress sufficient to cause erosion. The critical velocity can be determined from Tables 6, 7, and 7a in Erosion and Sediment Pollution Control Program Manual,[19] or as determined by a qualified professional engineer and approved by the City of Sacramento Development Engineering.

d. No Impact. No new impervious surface area would be added that would result in additional runoff within the project site and vicinity and there would be no changes to the existing rate and amount of stormwater entering local drainages and the stormwater drain system.[20] Additionally, on-site drainage has been designed in compliance with the City design criteria.[21] Therefore, there would be no impact of the proposed project on on- or off-site flooding.

e. Less than Significant with Mitigation Incorporated. The proposed project would not increase the rate or amount of stormwater runoff.[22] However, the existing storm drain system capacity in Q Street is already exceeded[23] and the proposed project runoff would therefore exceed the capacity of the existing storm drain systems, even though it would not increase flow rates. As part of the proposed project, RT would replace the 12-inch storm drain pipe, which is within the project site. The proposed new 18-inch system in Q Street and extending partially up 67th Street would be sized to convey peak flows[24] and the proposed project would not exceed the capacity of planned storm drain systems. Replacement of the existing storm drain pipes within the eastern portion of Q Street and within 67th Street would ensure that the off-site storm drain system capacity is not exceeded and impacts of the proposed project on pollutants in stormwater runoff and storm drain system capacity exceedance are less-than-significant. The new storm drain pipes would require compliance with existing regulations for stormwater pollution prevention and erosion and sediment control, as identified for the proposed project, and potential impacts would be less than significant.

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18 United States Environmental Protection Agency, (US EPA) Office of Water, Storm Water Technology Fact Sheet Vegetated Swales, Report No. 832-F-99-006, 1999.

19 Commonwealth of Pennsylvania Department of Environmental Protection Office of Water Management, *Erosion and Sediment Pollution Control Program Manual*, April 15 2000.

20 Psomas, *Drainage Study for 65th Street Transit Center Relocation Project*, July 2009.

21 Psomas, *Drainage Study for 65th Street Transit Center Relocation Project*, July 2009.

22 Psomas, *Drainage Study for 65th Street Transit Center Relocation Project*, July 2009.

23 Psomas, *Drainage Study for 65th Street Transit Center Relocation Project*, July 2009.

24 Psomas, *Drainage Study for 65th Street Transit Center Relocation Project*, July 2009.

During construction activities, construction activities could introduce pollutants to stormwater runoff. Development and implementation of a Storm Water Pollution Prevention Plan, in accordance with the Construction General NPDES Permit and the City's Stormwater Management and Discharge Control Ordinance, and compliance with the City's Grading, Erosion and Sediment Control Ordinance would ensure that potential construction contributions to pollutants to stormwater runoff would not be substantial. Following construction, the majority of the changes associated with the proposed improvements that could affect stormwater quality would not be substantial. However, as noted above, the proposed project may include a bio-swale along Q Street, which could be susceptible to erosion and contribute more sediment to stormwater runoff. Therefore, the proposed project could have a potentially significant impact on stormwater runoff and stormwater pollution.

MITIGATION MEASURE. Implementation of Mitigation Measure HY-1, above, would ensure proper drainage swale design such that potential erosion is not substantial.

f. **No Impact.** Potential effects of the proposed project on degradation of water quality are fully addressed under Items a, c, and e and the proposed project would not otherwise degrade water quality.

g, h. **No Impact.** The project site is within the American River Watershed. The Federal Emergency Management Agency (FEMA) determines flood elevations and floodplain boundaries through their floodplain mapping system. These maps identify the locations of special flood hazard areas, including the 100-year floodplain. According to the FEMA flood hazards map, issued for the project site and vicinity in December 2008, the project site is not within a FEMA-designated 100-year floodplain.[25] In addition, the project does not include housing. Therefore, the proposed project would have no impact related to housing or structures in flood hazard areas.

i. **Less than Significant.** The American River is confined in levees throughout most of the City of Sacramento and is located less than one mile up-gradient of the project site. The current FEMA maps have not certified the existing levees on the American River, and therefore, current FEMA maps have identified the areas along the American River subject to flooding without these levees. The project site is located in an area that is protected by levees. The project site is located within the inundation zone from failure of the Folsom Dam and may be in the inundation zone from failure of the Nimbus Dam.[26] Both the Folsom and Nimbus Dams are under federal jurisdiction and owned by the United States Bureau of Reclamation (USBR). The USBR ensures the safety of dams through annual inspections for safety deficiencies, analyses that use current technologies and designs, and corrective actions, if needed, based on current engineering practices. Public Law 95-578 and Public Law 98-404, along with Federal Guidelines for Dam Safety and the Department manual, guide USBR's dam safety efforts. In 1996, an independent review team comprised of representatives from the Association of Dam Safety Officials was assembled to assess the Department of the Interior's Dam Safety Program. The report found that the USBR has "an effective Dam Safety Program" overseen by "highly competent" staff using "state-of-the-art

25 Federal Emergency Management Agency, National Flood Insurance Program, Flood Insurance Rate Map (FIRM), Sacramento County, California, Panel 195 of 310, December 8, 2008.

26 County of Sacramento, County of Sacramento General Plan, Safety Element, Figure III-4.

technical standards and expertise."[27] USBR's ability to respond to dam safety issues and to take preventative, corrective actions to reduce the public risks under the authority of the USBR Safety of Dams Act was a critical component of this favorable peer review. Outside experts annually review USBR's dam safety activities to ensure that the program has adequate policies and procedures in place to address public safety issues. Therefore, the potential risk associated with dam failure for both the Nimbus and Folsom Dams are remote and flood impacts associated with levee or dam failure are less than significant.

j. **No Impact.** The project site is not located near an ocean coast and would not be affected by a tsunami. The project site is not located near areas having steep slopes that would create mudflows. The project site is not located near an enclosed body of water that could produce a seiche. Therefore, there would be no impact related to these hazards.

9. LAND USE AND PLANNING

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Physically divide an established community?	❑	❑	❑	■
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	❑	❑	❑	■
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	❑	❑	❑	■
d. Result in land use/operational conflicts between existing and proposed on-site or off-site land uses?	❑	❑	❑	■

Discussion

a. **No Impact.** Existing land uses in the project vicinity are commercial, light industrial, some areas of mixed-use residential uses. A mainline freight railroad is located 1500 feet to the east of the project site and the California State University Sacramento campus further to the east adjacent to the railroad. South of the project site, 65th Street intersects with Highway 50, which includes an interchange. Commercial and industrial properties border the project site to the north and east, with live-work/residential uses to the west of 65th Street, and retail uses further the northwest of the project site. The proposed improvements to the transit center would not introduce a new physical or visual barrier that would divide a neighborhood or business community with established physical and visual connectivity and social/business interactions. In fact, the proposed project intends to

27 Keys, John W. III, Commissioner, Bureau of Reclamation, Department of the Interior, Senate Report 108-296 - RECLAMATION SAFETY OF DAMS ACT OF 1978, July 7, 2004. <www.thomas.gov/cgi-bin/cpquery/ T?&report=sr296&dbname=108&>, accessed July 10, 2009

consolidate transit uses along the existing ROW to allow for the existing bus transfer area to be developed with transit-oriented uses, thereby facilitating in the redevelopment of the area to support the proposed improvements and the existing bus and LRT service. Therefore, the proposed project would have no impact in terms of physically dividing an established community.

b. **No Impact.** The City of Sacramento's 2030 General Plan designates the project site, including the current bus transfer area, and adjacent areas as Urban Center Low and as Transform-Urban which identifies areas expected to experience dramatic change through major development and redevelopment. The area is zoned General Commercial with a Transit Overlay which allows for mixed-use development including, high-density residential, commercial, and office uses within 0.25-miles of a transit station.[28]

In addition, the project site is located within the City's East Sacramento Community Plan Area, which identifies the project vicinity as an area available for development as a mixed-use corridor. The East Sacramento Community Plan defers to the 65th Street/University Transit Village Plan for regulating development within the project vicinity. The 65th Street/University Transit Village Plan designates the project vicinity as Mixed Use which includes a mixture of office, commercial, open space, and medium and high-density residential uses.[29] For these reasons, the proposed project of improving the University/65th Street transit center would not conflict with any land use plan or zoning. There would be no impact.

c. **No Impact.** The project site and vicinity are not included in either a habitat conservation plan or natural community conservation plan. Because the proposed project would not conflict with any plan, there would be no impact.

d. **No Impact.** The project site is surrounded by a variety of uses including commercial, industrial, and some residential. The project site itself currently contains a bus transfer area and LRT station. This existing transit use does not currently cause land use/operational conflicts as transit is compatible with mixed uses. The proposed project would improve the current transit center and therefore, there would be no impact.

10. MINERAL RESOURCES

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	❑	❑	❑	■

28 City of Sacramento, *Station 65 Project Draft EIR*, October 2008, p. 4.2-2.
29 City of Sacramento, *Station 65 Project Draft EIR*, October 2008, p. 4.2-10.

b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	❑	❑	❑	■

Discussion

a, b. No Impact. The project vicinity is in mineral resource zone 3 (MRZ-3) which is defined as an area containing mineral deposits, the significance of which cannot be evaluated from available data.[30] In addition, the project site is located in an urbanized area and mineral resources are not readily available. Therefore, there would be no impact.

11. NOISE

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Expose persons to or generate noise levels in excess of standards established in a local general plan or noise ordinance?	❑	❑	■	❑
b. Expose persons to or generate excessive groundborne vibration or groundborne noise levels?	❑	❑	■	❑
c. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	❑	❑	■	❑
d. Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	❑	❑	■	❑
e. Be located within an airport land use plan area, or, where such a plan has not been adopted, within two miles of a public airport or public use airport and expose people residing or working in the project vicinity to excessive noise levels?	❑	❑	❑	■
f. Be located in the vicinity of a private airstrip and expose people residing or working in the project vicinity to excessive noise levels?	❑	❑	❑	■

Background

Sound is created when objects vibrate, resulting in air pressure variations characterized by their amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude is the decibel (dB). The decibel scale is logarithmic; it describes the physical intensity of the pressure variations. The pitch of the sound is related to the frequency of the pressure variation. The human ear's sensitivity to sound is frequency-

30 City of Sacramento, *General Plan Update Technical Background Report*, June 2005, Figure 6.4-1.

dependent. The A-weighted decibel scale (dBA) measures sound intensity while discriminating against frequencies in a manner approximating that of the human ear.

Noise is "unwanted" sound. A typical noise environment consists of a base of steady "background" noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background is the noise from individual distinguishable local sources, such as aircraft overflights, train passbys, or traffic on an adjacent roadway.

Vibration is sound radiated through the ground. The rumbling sound caused by the vibration of room surfaces is called groundborne noise. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB). Groundborne vibration levels vary from approximately 50 VdB, which is the typical background vibration velocity level that is barely perceptible by humans, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

Discussion

a. **Less-than-Significant Impact.** The closest sensitive land use to the project site is the live/work lofts across 65th Street. Implementation of the proposed project would result in intermittent short-term noise impacts resulting from construction-related activities. Construction-related activities associated with the proposed project would include demolition of existing bus shelters at current bus transfer area, and then site preparation at new bus transfer area, grading, paving, and construction of new bus bays, bus shelters, and sidewalks along Q Street and the new 67th Street. There would also be some modifications to lengthen the southbound left turn lane along 65th Street at Q Street. Construction of the new bus transfer area would occur within 150 feet of the closest residents, and within 50 feet during modifications to 65th Street. Construction of the proposed project would be expected to be completed during daytime hours.

Since there are no adopted state thresholds for determining construction noise impacts on nearby land uses, this analysis considers methods recommended by the Federal Transit Administration (FTA). No standardized criteria have been developed by FTA for assessing construction noise impacts. Consequently, criteria must be developed on a project-specific basis unless local ordinances can be found to apply. In the City of Sacramento, the City's Municipal Code Section 8.68.060 exempts certain activities, including construction, from the City's noise standards as long as these activities are limited to the hours of 7 a.m. to 6 p.m. Monday through Saturday, and 9 a.m. to 6 p.m. on Sunday. However, the City does not specify limits in terms of maximum noise levels that may occur during the allowable construction hours. The criteria shown in Table 2 have been recommended by FTA for use in a general assessment of construction noise. These noise levels can be considered reasonable criteria for this analysis. If these criteria are exceeded, there may be an adverse community reaction.

Typical construction noise levels for construction equipment and activities are shown in Table 3 and Table 4. According to Table 3 and Table 4, project-related construction noise activities would not create peak noise levels in excess of the City's daytime noise standard of 90 dBA at nearby residents. As shown in Table 4, the proposed project would result in noise levels of up to 86 dBA

Table 2
FTA Recommended Construction Noise Criteria

	One-Hour L_{eq} (dBA)	
Land Use	**Day**	**Night**
Residential	90	80
Commercial	100	100
Industrial	100	100

Source: FTA, 2006.

Table 3
Construction Equipment Noise Emission Levels

Construction Equipment	Noise Levels in dBA L_{eq} at 50 feet[1]
Air Compressor	81
Backhoe	80
Compactor	82
Concrete Mixer	85
Concrete Pump	82
Concrete Vibrator	76
Crane, Derrick	88
Crane, Mobile	83
Dozer	85
Generator	81
Grader	85
Impact Wrench	85
Jackhammer	88
Loader	85
Paver	89
Pneumatic Tool	85
Pump	76
Rail Saw	90
Roller	74
Saw	76
Scraper	89
Truck	88

Notes: Machinery equipped with noise control devices or other noise-reducing design features does not generate the same level of noise emissions as that shown in this table.
Source: U.S. EPA 1971, FTA 2006.

Table 4
Typical Outdoor Construction Noise Levels

Construction Phase	Noise Level at 50 Feet with Mufflers (dBA L_{eq})	Noise Level at 100 Feet with Mufflers (dBA L_{eq})	Noise Level at 200 Feet with Mufflers (dBA L_{eq})
Ground Clearing	82	76	70
Excavation/Grading	86	80	74
Structural	83	77	71
External Finishing	86	80	74

Source: U.S. EPA 1971.

for residents within 50 feet of the construction area for the roadway, and less than 80 dBA for residents during construction of the bus transfer areas, which are 150 feet or more away.

Modifications to utilities along 67th Street may require nighttime construction activities. These construction activities would be at least 400 feet from the closest residential use. As shown in Table 4, construction activities at 200 feet or more would result in noise levels of 74 dBA or less, as such, noise levels at 400 feet would be well below the FTA's nighttime standard of 80 dBA.

Although the project site currently is frequented by transit users and outdoor vendors, these receptors are not considered sensitive receptors according to FTA because of the transient nature of these groups. Thus, FTA recommended criteria for construction noise would not apply to these transient groups.

Because construction of the proposed project would not exceed the FTA recommended criteria for construction noise, impacts from construction activities would be considered less than significant.

b. **Less-than-Significant Impact.** Groundborne vibration would occur during project construction as a result of demolition and construction. Activities that typically cause the most substantial ground vibration, such as pile driving or blasting, are not proposed for this project. Of the construction equipment likely to be used on site, grading equipment and loaded trucks are the most likely to produce vibration in areas close to the adjacent uses. Vibration intensity is measured in VdB.

According to FTA guidance, vibration damage to fragile buildings can be avoided by keeping their exposures at or below 100 VdB, and sleep disturbance in residential areas can be avoided by keeping exposures to residential structures at or below 80 VdB, if the vibration events are infrequent (i.e., fewer than 30 per day).

Construction activities that would occur under the proposed project have the potential to generate groundborne vibration at the project site. Typical vibration levels for select construction equipment are shown in Table 5. Vibration events would be infrequent. Based on the vibration levels shown in the Table 5, the proposed project would not result in significant impacts because vibration levels would be below the 80 VdB threshold at distances of 50 feet or more. Therefore, this impact is less than significant.

Table 5
Vibration Source Levels for Construction Equipment

Construction Equipment	Approximate VdB			
	50 feet	100 Feet	200 Feet	300 Feet
Large Bulldozer	78	69	60	55
Loaded Trucks	77	68	59	54
Jackhammer	70	61	52	47
Small Bulldozer	49	40	31	26

Source: Federal Transit Administration, 2006; and PBS&J, 2008.

c. **Less-than-Significant Impact.** The project site is in an urban environment with a relatively high ambient noise environment because of its close proximity to Highway 50, existing traffic on 65th Street and Folsom Boulevard, and light rail. The average noise within the project vicinity ranges from 66.7 to 69.9 L_{eq}.[31] The existing noise environment includes noise from local streets, bus noise associated with the existing bus transfer center, and noise from LRT trains at the nearby 65th Street LRT Station. The proposed project would reconfigure the existing bus transfer area such that the bus transfer area would move from the north side of Q Street at 65th Street, to the south side of Q Street at 65th Street, and also along the new 67th Street. The distance between the closest existing bus bay to the closest residents, which are located along the west side of 65th Street, is about 175 feet. The distance to the closest bus bay under the proposed reconfiguration would also be approximately 175 feet. Therefore, the area where bus idling, and associated bus engine noise, would be located under the proposed project would not be any closer to the residential units than under existing conditions. In addition, under the existing configuration, all the bus bays are approximately the same distance away from the residential units, whereas under the proposed reconfiguration, the bus bays would be spread out along Q Street and 67th Street, which would reduce the exposure of noise from bus operations at the residential uses. This impact would be less than significant.

d. **Less-than-Significant Impact.** As discussed under Item a, above, the proposed project would result in intermittent, short-term noise impacts from construction-related activities, including grading, and paving. Noise from construction activities would result in noise levels of up to 86 dBA at 50 feet. This would cause a temporary noise level increase for nearby residential receptors. However, as noted in Item a, project construction would be below the FTA construction noise criteria and would be expected to occur during the daytime hours when residents are less likely to be disturbed by construction noise. This impact would be less than significant.

e, f. **No Impact.** The project site is not located within two miles of a public airport, private airstrip, or airport land use plan. Thus, there would be no impact from air traffic noise.

31 City of Sacramento, *Station 65 Project Draft EIR*, October 2008, Table 4.4-3, Existing Background Noise Measurement Data, p. 4.4-5.

12. POPULATION AND HOUSING

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	❑	❑	❑	■
b. Displace a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere?	❑	❑	❑	■
c. Displace a substantial number of people, necessitating the construction of replacement housing elsewhere?	❑	❑	❑	■

Discussion

a. **No Impact.** The portion of the project site that contains the existing 2.1-acre bus transfer area is part of a larger 4.29-acre site that is to be developed with mixed uses at a yet-undetermined date by a private developer. Because of the recent economic downturn and uncertainties in the residential real estate market, the mixed-use development, the Station 65 Project already approved by the City of Sacramento in 2008, is currently on hold. This additional development, which is an indirect consequence of the proposed project, would include the construction of up to 120 single and/or multi-family residential units in a five- or six-story residential complex. The growth-inducing impacts of that development were previously considered by the City of Sacramento in approving the future project.[32] The proposed project does not include the construction of any residential units, and thus would not directly induce population growth. There would be no impact.

b, c. **No Impact.** The proposed improvements to the transit center would include the removal of bus bays from the current transfer area to on-street bus bays. The proposed project would not remove any existing housing units and therefore would not displace existing housing units or people. As a result, the proposed project would have no impact on population and housing.

32 City of Sacramento, *Station 65 Project DEIR*, State Clearinghouse #2008072067, October 2008.

13. PUBLIC SERVICES

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
a. Fire protection?	❑	❑	■	❑
b. Police protection?	❑	❑	■	❑
c. Schools?	❑	❑	❑	■
d. Parks?	❑	❑	❑	■
e. Other public facilities?	❑	❑	❑	■

Discussion

a. **No Impact.** The project site is already served by the Sacramento Fire Department for fire protection and emergency medical services. Station 8, at 5990 H Street, approximately 1.5 miles north of the project site, is the closest fire station and would provide first response emergency services. The proposed project does not include residential units and would not require any additional permanent RT staff, the proposed project would not create additional demand for fire protection services. Therefore there would be no impact.

b. **No Impact.** The project site is already served by the Sacramento Police Department for police protection services. South Command, at 5303 Franklin Boulevard, is the closest police station and would provide police services. Because the proposed project does not include residential units and would not require any additional permanent RT staff, there would be no additional demand for police protection services. For these reasons, there would be no impact.

c-e. **No Impact.** As described above under Item 12, Population and Housing, the proposed project would not directly increase the number of residents in the City, as the proposed project does not include residential units. Because the demand for schools, park services, and other public facilities is driven by population, the proposed project would not increase demand for those services. As a result, the proposed project would result in no impacts to these services.

14. RECREATION

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	❑	❑	❑	■
b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	❑	❑	❑	■

Discussion

a, b. No Impact. Because the proposed project would not increase the number of residents in the City, the proposed project would not generate any demand for recreational facilities. Thus, the proposed project would not affect use of existing facilities, nor would it require the construction or expansion of existing recreational facilities. Therefore, the proposed project would have no impact on recreational facilities.

15. TRANSPORTATION/TRAFFIC

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	❑	■	❑	❑
b. Cause, either individually or cumulatively, exceedance of a level-of-service standard established by the county congestion management agency for designated roads or highways?	❑	■	❑	❑
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	❑	❑	❑	■
d. Substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections or incompatible uses (e.g., farm equipment)?	❑	❑	❑	■
e. Result in inadequate emergency access?	❑	❑	❑	■
f. Result in inadequate parking capacity?	❑	❑	❑	■

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	❑	❑	❑	■

Discussion

a, b. Less-than-Significant Impact with Mitigation Incorporated. Major highways in the vicinity of the project site include Highway 50 (El Dorado Freeway), located approximately 1,000 feet south of the project site, which runs in an east-west direction; and Business 80/State Route (SR) 99, located approximately 2.65 miles to the west, which runs in a north-south direction. Within the project vicinity, 65th Street, which is the project site's western boundary, is a major arterial roadway with an approximate daily traffic volume of 26,900[33] vehicles between Folsom Boulevard and S Street. Q Street, where the majority of the improvements would occur, has a daily traffic volume of 1,900 vehicles in the project vicinity.[34] Folsom Boulevard, to the north of the project site, is a major arterial with a daily traffic volume of approximately 22,000 between 65th and 66th streets. 67th Street between Folsom Boulevard and Q Street is currently a private ROW, and has a daily traffic volume of approximately 2,500 vehicles per day.[35]

In terms of traffic control, the intersections of Folsom Boulevard and 65th Street, and Q Street and 65th Street are signalized. The intersections of Folsom Boulevard and 67th Street, and Q Street and 67th Street are side-street stop controlled, with stop signs for traffic traveling north and south on 67th Street. The current exit from the transit station via 65th Street is a right-out only driveway located mid-block between Folsom Boulevard and Q Street and restricted to use by buses only.

Construction activities would take place within the existing bus transfer area and the project site along Q Street, and 67th Street at locations where underground utility installation and street improvements, including new bus bays, are proposed. These construction activities would directly affect roads and/or traffic and would be temporary. Improvements within the ROW would require lane closures and/or construction within the roadways. Other construction impacts would result from the movement of construction equipment and construction workers' vehicles within the project vicinity. Because these improvements would occur within the existing ROW, the proposed project would not affect operations at the station platform. Existing LRT loading and unloading functions would be maintained during construction.

The only effects of construction of the transit center improvements on traffic around the project vicinity would be from the entry and exit of construction vehicles to and from the project site along Q Street, and 67th Street, which would not be a daily occurrence. It is likely that construction

33 City of Sacramento, *Station 65 Project DEIR*, Table 4.3-5. Average Daily Traffic Volumes for Study Roadway Segments – Existing Conditions. October 2008.

34 City of Sacramento, Department of Transportation, Engineering Services, Traffic Count Database. <www.cityofsacramento.org/transportation/traffic/list.cfm>.

35 City of Sacramento, *Station 65 Project DEIR*, Figure 4.3-7. Peak Hour Traffic Volumes and Lane Configurations – Existing Conditions. October 2008.

equipment would be transported to the site and be stored on-site, but off the roadways until it is no longer needed. Since equipment would primarily remain within the project site on areas not used for vehicle use, it would be unlikely to interfere with traffic. Although construction activities associated with the improvements would be temporary, construction-related traffic impacts due to lane closures, detours, and temporary disturbance to roadways would be significant.

Because the proposed project seeks to improve the existing transit center and no staff is currently employed at the project site, no additional full-time staff would be required during project operation. Also, the proposed project would improve the ROW within the project site and could accommodate future increases in bus and LRT vehicles, which would increase system-wide transit capacity, and result in fewer vehicles queuing along roadways and highways.

The primary traffic impact of the proposed project would be in regards to bus circulation patterns. Currently, the LRT station is located north of Q Street. All buses enter and leave the bus transfer area via 65th Street or Folsom Boulevard. For entrance via 65th Street, buses travel north on 65th Street, and turn right onto Q Street, left onto 67th Street, then left into the bus transfer area. For entrance via Folsom Boulevard, buses make either right or left turns onto 67th Street, travel south a half a block, and then turn right into the bus transfer area. Table 6 shows existing level of service during the AM and PM Peak Hours for the intersections of Folsom Boulevard and 67th Street, Q and 65th streets, and Q and 67th streets. Buses exit to 65th Street via Q Street on the midblock (right turn only) driveway between Q Street and Folsom Boulevard.

Table 6
Intersection Operations – Existing Conditions

Intersection	Control	AM Peak		PM Peak	
		LOS	Delay	LOS	Delay
Folsom Boulevard/67th Street	Side Street Stop	B	10	A	<10
		(E)	(48)	(D)	(31)
Q Street/65th Street	Signalized	C	24	D	38
Q Street/67th Street	Side Street Stop	A	<10	A	<10
		(A)	(<10)	(A)	(<10)

Notes:
LOS = Level of Service
Delay = For signalized intersections, average intersection delay is reported in seconds per vehicle. For side-street stop controlled intersections, the delay and LOS for the most-delayed individual movement is shown in parentheses below the average intersection delay and LOS.
Source: Fehr & Peers, 2008.

All three intersections currently operate at or above the designated LOS thresholds (LOS E) for multi-modal districts as defined in the currently adopted General Plan.[36]

36 City of Sacramento, *Draft 2030 General Plan*, July 2008.

The proposed project would include the following improvements to the surrounding roadway network and intersections:

- Relocate the bus transfer area bus berths to the ROW on the south side of Q Street, west side of 67th Street, and east side of 67th Street, for a total of 10 bus berths.
  - Three sawtooth bus berths on south side of Q Street, between 65th and 67th streets
  - Three parallel bus berths on south side of Q Street, east of 67th Street to be used in the near-term for non-revenue staging area
  - One bus berth on east side of 67th Street north of Q Street
  - Three bus berths on west side of 67th Street, Q Street to the mid-block between Q Street and Folsom Boulevard
- Widen Q Street, and add a median between 65th and 67th streets.
- Extend the southbound left turn pocket at the intersection of 65th and Q streets.
- Convert 67th Street from a private ROW to a public street.
- Add a left turn lane for 67th Street at Folsom Boulevard.

With the relocation of three sawtooth bus berths to the south side of Q Street between 65th and 67th streets, Q Street would become a primary point of entry for buses. As a result, some buses would make a northbound right turn, or a southbound left turn at the signalized intersection of 65th and Q streets, travel east on Q Street, and then pull nose first into one of the berths on the south side of Q Street. To exit, these buses would make an eastbound left turn at the intersection of Q and 67th streets, and travel north on 67th Street to Folsom Boulevard. Buses would then make an uncontrolled left turn onto westbound Folsom Boulevard or would proceed east by a right turn, depending on the route. Routes would be assigned to berths in part to minimize the number of uncontrolled left turns.

The proposed project would also add three parallel bus berths to the west side of 67th Street, just north of the intersection of Q and 67th streets. These buses would access these berths via the intersection of Folsom Boulevard and 67th Street, traveling south on 67th Street. To exit, these buses would make a southbound right turn at the intersection of Q and 67th streets, and travel west on Q Street to the 65th Street intersection.

Since circulation is limited in the project vicinity due to 69th Street being a southbound one-way street, between Folsom Boulevard and Q Street, regular revenue routes would not be able to operate using the parallel bus berths on Q Street east of 67th Street. These three bus berths would only be used for non-revenue bus staging and may be used for revenue service when the City of Sacramento improves 68th Street and signalizes the intersection of Folsom Boulevard and 68th Street. Non-revenue buses would be limited and would travel east on Q Street, south on Redding Avenue under the Highway 50 overpass, west on 4th Avenue, then north onto 65th Street.

These changes would result in a re-distribution of bus traffic. The major changes would be an increase in the number of buses traveling east and west on Q Street, between 65th and 67th streets,

and north and south on 67th Street between Q Street and Folsom Boulevard. While Q Street and 67th Street are not exclusive transit streets, nor are they arterial streets with large volumes of traffic operating at high speeds.

The traffic improvements mentioned above to Q Street, 67th Street, and the intersection of 65th and Q streets would make it possible to accommodate the increase in bus traffic on Q and 67th streets. Therefore, operation of the proposed project would not cause a substantial increase in existing traffic loads or result in changes to current levels of service, making this a less-than-significant impact.

MITIGATION MEASURES. Implementation of the following mitigation measures, which require the project contractor to develop and implement a traffic control plan for construction and implement measures to reduce potential damage to roadways, would reduce traffic impacts during project construction. These mitigation measures would reduce this impact to a less-than-significant level.

TR-1 *The project contractor, in coordination with the City of Sacramento Department of Transportation and local emergency services, shall develop and implement a traffic control plan for all roadway construction activities to reduce effects of construction on Q Street, 65th Street, and 67th Street during street improvement and utility installation activities. Proposed lane closures during the AM and PM commuting hours shall be minimized. Lane closures shall be kept to a minimum. Pedestrian and bicyclists access shall be re-routed around the project site at all times. During construction, the construction area shall be secured to prevent pedestrian and bicyclists from entering the work area. Traffic plans shall be coordinated with the City of Sacramento's Redding Avenue Improvement Project.*

TR-2 *In order to reduce potential roadway damage impacts, the project contractor shall implement the following measures:*

a) Videotape the roadway and access roads prior to and following off-site improvement construction to document the existing and restored roadways;

b) Make temporary repairs from roadway damage as necessary during project off-site improvement construction;

c) Repair any damaged roadway to its original condition immediately after off-site improvement construction has been completed;

d) Coordinate with the City of Sacramento Department of Transportation to determine appropriate routes for truck travel before beginning off-site improvement construction; and

e) Coordinate with the City of Sacramento Department of Transportation regarding planned improvements near the transit station to limit interference with the implementation of planned improvements.

c. **No Impact.** There are three airports serving the Sacramento urban area:

- Sacramento Executive Airport is located approximately 6.5 miles to the west of the project site;
- Mather Airport is located approximately 9 miles to the east; and
- Sacramento International Airport is located approximately 16 miles to the northwest.

However, the proposed project does not involve the construction of any buildings or structures that would interfere with air traffic patterns. Therefore, there would be no impact on air safety.

d. **No Impact.** The proposed project would include new street access to the project site for vehicles. The design of this access would meet City of Sacramento regulations and requirements for such an access.

In terms of pedestrian circulation, the proposed project would significantly improve the safety of passengers transferring between bus and LRT service. Currently, many passengers who are transferring between the two transit modes cross Q Street at mid-block between 65th and 67th streets, which is a safety hazard because of moving buses and autos along Q Street. As both ridership and the frequency of transit service may increase with redevelopment of the surrounding area, the likelihood of serious injury would increase.

The proposed project would relocate the bus bays to the south side of Q Street, and the west side of 67th Street. The existing bus stop on the east side of 67th Street would also remain. For the passengers loading and unloading on Q Street, the distance between the bus berths and the LRT platform would be much shorter, and no mid-block crossings would be needed. For the passengers unloading along 67th Street, the transfers would be safer because there would be new crosswalks across all three legs of the intersection of Q and 67th streets.

The proposed project does not include any design features that would create a hazard, such as sharp turns in the access road. The proposed project would not contain any uses that would be incompatible with surrounding uses, so it would not create a substantial hazard. Therefore, the overall impact of the proposed project would be a significant reduction in terms of hazards to transit passengers, pedestrians, buses and autos, and a significant improvement in pedestrian and passenger safety. Therefore, no traffic hazard impacts would occur.

e. **No Impact.** The proposed project would improve bus and vehicle access to the project site. Existing roadway configurations and traffic controls would be improved (Q Street would be widened). Therefore, the proposed project would not affect emergency access to and from the project site, resulting in no impact.

f. **No Impact.** The main purpose of the proposed project is to facilitate intermodal transfers between bus and LRT. The existing LRT station is categorized as an "urban" station, with no park-and-ride facility existing or planned. Furthermore, the operation of the transit station does not involve any on-site employees. Therefore, there is no need for on-site parking, the proposed project would not result in inadequate parking capacity, and there would be no impact.

g. **No Impact.** The City of Sacramento 2030 General Plan includes policies supportive of non-motorized (pedestrian and bicycle) and public transportation. Specific policies include using land use planning methods that promote transportation alternatives to automobiles and place high density and commercial development near inter-modal transit facilities, to provide for mass public transit systems such as buses and LRT, and to provide safe bicycle access and facilities throughout the City.

The proposed project includes several improvements that would make it easier and safer for transit passengers to transfer between bus and LRT, and also improve the safety of bicyclists:

- Movement of bus bays from existing transit station to south side of Q Street significantly reduces transfer distances between bus and LRT, and improves passenger safety;
- Relocation of 20 wire mesh bicycle lockers, lockable and for lease by RT;
- Addition of dedicated five-foot-wide bike lanes would be located on each side of Q Street to the east of 67th Street and would be indicated with paint striping; and
- Addition of a signal-controlled pedestrian crosswalk across 65th Street south of the light rail tracks, to provide a direct and safe connection between the eastbound light rail platform and the SMUD Customer Service Center across the street.

Ultimately, the above improvements would allow the future expansion of RT bus service to occur, and improves pedestrian circulation and safety. Therefore, the proposed project directly assists the policies, plans, and programs supporting alternative transportation, and there would be no impact.

16. UTILITIES AND SERVICE SYSTEMS

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	❑	❑	■	❑
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	❑	❑	❑	■
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	❑	■	❑	❑
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or would new or expanded entitlements be needed?	❑	❑	❑	■

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
e. Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	❑	❑	❑	■
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	❑	❑	■	❑
g. Comply with federal, state, and local statutes and regulations related to solid waste?	❑	❑	■	❑

Discussion

a. **Less than Significant.** Please refer to Items 8a and 8f under the Hydrology and Water Quality section of this checklist for issues related to wastewater discharge requirements. The proposed project would comply with the requirements of the RWQCB, resulting in a less-than-significant impact.

b, d, e. **No Impact.** The proposed project is improvements to a transit center, including bus shelters, street realignments, and lighting. The proposed project would include removal of an existing operator's restroom to be relocated on the northeast end of the existing station platform. The restroom would demand water and generate small amounts of wastewater; however, it would be equivalent to amounts currently being used and generated at the transit station. Additionally, these improvements would not include dwellings, businesses, or other structures that would further increase the demand for water or wastewater treatment services. Therefore there would be no impact.

c. **Less than Significant with Mitigation Incorporated.** Please refer to Item 8e under the Hydrology and Water Quality section of this checklist for a discussion of stormwater drainage and associated facilities. The proposed project includes a drainage bio-swale along Q Street, which could contribute more sediment to stormwater runoff. Therefore, the proposed project could have a potentially significant impact on stormwater drainage facilities.

MITIGATION MEASURE. Implementation of Mitigation Measure HY-1, above, would ensure proper drainage bio-swale design such that potential stormwater drainage facility impacts are less than significant.

f, g. **Less-than-Significant Impact.** The project site is served by the Sacramento County Department of Waste Management & Recycling. A significant increase of solid waste during project operation is not expected because the proposed project would be serving the same existing transit routes, but would consolidate existing bus and LRT services adjacent to one another. During construction activities, all debris would be disposed of according to the Sacramento County Department of Waste Management & Recycling's guidelines at a permitted landfill. The proposed project would

also be required to divert (recycle) 50 percent of solid waste generated by construction and operation to comply with the 50 percent solid waste diversion rate mandated by the California Integrated Waste Management Act of 1989 (AB 939). This would help to lessen the proposed project's impact on landfill capacity. For this reason, the proposed project would have a less-than-significant impact on solid waste generation and the expansion of existing or construction of new solid waste facilities would not be necessary.

17. OTHER ISSUE(S)

Would the project:	
a.	Result in, contribute to, or substantially affect other environmental issues(s)? If so, specify below and evaluate:

Discussion

a. The proposed project would not substantially affect any other environmental issues not addressed in Item 1 through Item 16, above.

18. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	❑	■	❑	❑
b. Does the project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	❑	❑	■	❑
c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	❑	■	❑	❑

Discussion

a. **Less than Significant with Mitigation Incorporated.** As described in Item 4, Biological Resources, the project site does not provide habitat for any fish or wildlife species, nor does it support special-status plant types. Item 5, Cultural Resources, describes the historic resources that may be present on the project site. The project site may contain subsurface historical resources or unique archaeological resources. Mitigation Measures CR-1, CR-2, and CR-3 have been proposed that would reduce potential impacts to these historic resources to a less-than-significant level.

b. **Less-than-Significant Impact.** The proposed project has the potential to contribute to the cumulative air quality issues related to dust and particulate matter during construction. Through compliance with the SMAQMD requirements, the proposed project would not have considerable contributions to cumulative air quality impacts. Other cumulative impacts are expected to be less than significant.

c. **Less than Significant with Mitigation Incorporated**. The proposed project's potential to impact human beings is addressed in various topics included in the checklist. As identified in Item 7, Hazards and Hazardous Materials, the project site may contain contaminated soil. Mitigation Measure HM-3 has been proposed to ensure that human beings are not adversely affected. In addition, impacts to human beings resulting in changes in air quality or the noise environment would be less than significant.

Appendix A

Biological Resources Appendix

California Department of Fish and Game
Natural Diversity Database
Selected Elements by Scientific Name - Sacramento East

	Scientific Name/Common Name	Element Code	Federal Status	State Status	GRank	SRank	CDFG or CNPS
1	***Accipiter cooperii*** Cooper's hawk	ABNKC12040			G5	S3	
2	***Ardea herodias*** great blue heron	ABNGA04010			G5	S4	
3	***Athene cunicularia*** burrowing owl	ABNSB10010			G4	S2	SC
4	***Branchinecta lynchi*** vernal pool fairy shrimp	ICBRA03030	Threatened		G3	S2S3	
5	***Buteo swainsoni*** Swainson's hawk	ABNKC19070		Threatened	G5	S2	
6	***Desmocerus californicus dimorphus*** valley elderberry longhorn beetle	IICOL48011	Threatened		G3T2	S2	
7	***Elanus leucurus*** white-tailed kite	ABNKC06010			G5	S3	
8	***Elderberry Savanna***	CTT63440CA			G2	S2.1	
9	***Lepidurus packardi*** vernal pool tadpole shrimp	ICBRA10010	Endangered		G3	S2S3	
10	***Linderiella occidentalis*** California linderiella	ICBRA06010			G3	S2S3	
11	***Progne subis*** purple martin	ABPAU01010			G5	S3	SC
12	***Riparia riparia*** bank swallow	ABPAU08010		Threatened	G5	S2S3	
13	***Sagittaria sanfordii*** Sanford's arrowhead	PMALI040Q0			G3	S3.2	1B.2
14	***Taxidea taxus*** American badger	AMAJF04010			G5	S4	SC

CNPS California Native Plant Society

Inventory of Rare and Endangered Plants

v7-09b 4-10-09

Status: search results for "+"Sacramento East (512C) 3812154"" - Mon, Jul. 13, 2009 10:39 c

+"Sacramento East (512C) 3812154" Search

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

Hits 1 to 1 of 1

Requests that specify topo quads will return only Lists 1-3.

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

ADD checked items to Plant Press | check all | check none

Selections will appear in a new window.

open	save	hits	scientific	common	family	CNPS
		1	**Sagittaria sanfordii**	Sanford's arrowhead	Alismataceae	List 1B.2

No more hits.

powered by WODA

CNPS California Native Plant Society

Inventory of Rare and Endangered Plants

v7-09b 4-10-09

Status: search results for "+"Carmichael (512D) 3812153"" - Mon, Jul. 13, 2009 10:39 c

+"Carmichael (512D) 3812153" Search

Tip: `+DNT Jun Jul` returns Del Norte taxa with those blooming both months listed first.

[all tips and help.][search history]

Hits 1 to 4 of 4

Requests that specify topo quads will return only Lists 1-3.

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

ADD checked items to Plant Press | check all | check none

Selections will appear in a new window.

open	save	hits	scientific	common	family	CNPS
		1	**Gratiola heterosepala**	Boggs Lake hedge-hyssop	Scrophulariaceae	List 1B.2
		1	**Juncus leiospermus var. ahartii**	Ahart's dwarf rush	Juncaceae	List 1B.2
		1	**Legenere limosa**	legenere	Campanulaceae	List 1B.1
		1	**Sagittaria sanfordii**	Sanford's arrowhead	Alismataceae	List 1B.2

No more hits.

powered by WOODA

These buttons will not appear on your list.

Revise Selection

Print this page

Make Official Letter

U.S. Fish & Wildlife Service

Sacramento Fish & Wildlife Office

Federal Endangered and Threatened Species that Occur in or may be Affected by Projects in the Counties and/or U.S.G.S. 7 1/2 Minute Quads you requested

Document Number: 090713113657

Database Last Updated: January 29, 2009

Quad Lists

SACRAMENTO EAST (512C)

Listed Species

Invertebrates

- Branchinecta lynchi
    - vernal pool fairy shrimp (T)

- Desmocerus californicus dimorphus
    - Critical habitat, valley elderberry longhorn beetle (X)
    - valley elderberry longhorn beetle (T)

- Lepidurus packardi
    - vernal pool tadpole shrimp (E)

Fish

- Acipenser medirostris
    - green sturgeon (T) (NMFS)

- Hypomesus transpacificus
    - Critical habitat, delta smelt (X)
    - delta smelt (T)

- Oncorhynchus mykiss
    - Central Valley steelhead (T) (NMFS)
    - Critical habitat, Central Valley steelhead (X) (NMFS)

- Oncorhynchus tshawytscha
  - Central Valley spring-run chinook salmon (T) (NMFS)
  - Critical Habitat, Central Valley spring-run chinook (X) (NMFS)
  - winter-run chinook salmon, Sacramento River (E) (NMFS)

Amphibians

- Ambystoma californiense
  - California tiger salamander, central population (T)

- Rana aurora draytonii
  - California red-legged frog (T)

Reptiles

- Thamnophis gigas
  - giant garter snake (T)

CARMICHAEL (512D)

Listed Species

Invertebrates

- Branchinecta conservatio
  - Conservancy fairy shrimp (E)

- Branchinecta lynchi
  - Critical habitat, vernal pool fairy shrimp (X)
  - vernal pool fairy shrimp (T)

- Desmocerus californicus dimorphus
  - Critical habitat, valley elderberry longhorn beetle (X)
  - valley elderberry longhorn beetle (T)

- Lepidurus packardi
  - Critical habitat, vernal pool tadpole shrimp (X)
  - vernal pool tadpole shrimp (E)

Fish

- Hypomesus transpacificus
  - delta smelt (T)

- Oncorhynchus mykiss
  - Central Valley steelhead (T) (NMFS)
  - Critical habitat, Central Valley steelhead (X) (NMFS)

- Oncorhynchus tshawytscha
  - Central Valley spring-run chinook salmon (T) (NMFS)
  - winter-run chinook salmon, Sacramento River (E) (NMFS)

Amphibians

- Ambystoma californiense

- California tiger salamander, central population (T)

- Rana aurora draytonii
  - California red-legged frog (T)

Reptiles

- Thamnophis gigas
  - giant garter snake (T)

Plants

- Orcuttia tenuis
  - Critical habitat, slender Orcutt grass (X)

- Orcuttia viscida
  - Critical habitat, Sacramento Orcutt grass (X)

County Lists

Sacramento County

Listed Species

Invertebrates

- Branchinecta conservatio
  - Conservancy fairy shrimp (E)

- Branchinecta lynchi
  - Critical habitat, vernal pool fairy shrimp (X)
  - vernal pool fairy shrimp (T)

- Desmocerus californicus dimorphus
  - Critical habitat, valley elderberry longhorn beetle (X)
  - valley elderberry longhorn beetle (T)

- Elaphrus viridis
  - delta green ground beetle (T)

- Lepidurus packardi
  - Critical habitat, vernal pool tadpole shrimp (X)
  - vernal pool tadpole shrimp (E)

Fish

- Acipenser medirostris

- green sturgeon (T) (NMFS)

- Hypomesus transpacificus
    - Critical habitat, delta smelt (X)
    - delta smelt (T)

- Oncorhynchus mykiss
    - Central Valley steelhead (T) (NMFS)
    - Critical habitat, Central Valley steelhead (X) (NMFS)

- Oncorhynchus tshawytscha
    - Central Valley spring-run chinook salmon (T) (NMFS)
    - Critical Habitat, Central Valley spring-run chinook (X) (NMFS)
    - Critical habitat, winter-run chinook salmon (X) (NMFS)
    - winter-run chinook salmon, Sacramento River (E) (NMFS)

Amphibians

- Ambystoma californiense
    - California tiger salamander, central population (T)
    - Critical habitat, CA tiger salamander, central population (X)

- Rana aurora draytonii
    - California red-legged frog (T)

Reptiles

- Thamnophis gigas
    - giant garter snake (T)

Plants

- Castilleja campestris ssp. succulenta
    - Critical habitat, succulent (=fleshy) owl's-clover (X)

- Oenothera deltoides ssp. howellii
    - Antioch Dunes evening-primrose (E)

- Orcuttia tenuis
    - Critical habitat, slender Orcutt grass (X)
    - slender Orcutt grass (T)

- Orcuttia viscida
    - Critical habitat, Sacramento Orcutt grass (X)

- Sacramento Orcutt grass (E)

Candidate Species

Birds

- Coccyzus americanus occidentalis
  - Western yellow-billed cuckoo (C)

Key:

- (E) Endangered - Listed as being in danger of extinction.
- (T) Threatened - Listed as likely to become endangered within the foreseeable future.
- (P) Proposed - Officially proposed in the Federal Register for listing as endangered or threatened.
- (NMFS) Species under the Jurisdiction of the National Oceanic & Atmospheric Administration Fisheries Service. Consult with them directly about these species.
- Critical Habitat - Area essential to the conservation of a species.
- (PX) Proposed Critical Habitat - The species is already listed. Critical habitat is being proposed for it.
- (C) Candidate - Candidate to become a proposed species.
- (V) Vacated by a court order. Not currently in effect. Being reviewed by the Service.
- (X) Critical Habitat designated for this species

Important Information About Your Species List

How We Make Species Lists

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

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

- Fish and other aquatic species appear on your list if they are in the same watershed as your quad or if water use in your quad might affect them.
- Amphibians will be on the list for a quad or county if pesticides applied in that area may be carried to their habitat by air currents.
- Birds are shown regardless of whether they are resident or migratory. Relevant birds on the county list should be considered regardless of whether they appear on a quad list.

Plants

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

Surveying

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

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

Your Responsibilities Under the Endangered Species Act

All animals identified as listed above are fully protected under the Endangered Species Act of 1973, as amended. Section 9 of the Act and its implementing regulations prohibit the take of a federally listed wildlife species. Take is defined by the Act as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect" any such animal.

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

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

- If a Federal agency is involved with the permitting, funding, or carrying out of a project that may result in take, then that agency must engage in a formal consultation with the Service.
- During formal consultation, the Federal agency, the applicant and the Service work together to avoid or minimize the impact on listed species and their habitat. Such consultation would result in a biological opinion by the Service addressing the anticipated effect of the project on listed and proposed species. The opinion may authorize a limited level of incidental take.
- If no Federal agency is involved with the project, and federally listed species may be taken as part of the project, then you, the applicant, should apply for an incidental take permit. The Service may issue such a permit if you submit a satisfactory conservation plan for the species that would be affected by your project.
- Should your survey determine that federally listed or proposed species occur in the area and are likely to be affected by the project, we recommend that you work with this office and the California Department of Fish and Game to develop a plan that minimizes the project's direct and indirect impacts to listed species and compensates for project-related loss of habitat. You should include the plan in any environmental documents you file.

Critical Habitat

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

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

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

Candidate Species

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

Species of Concern

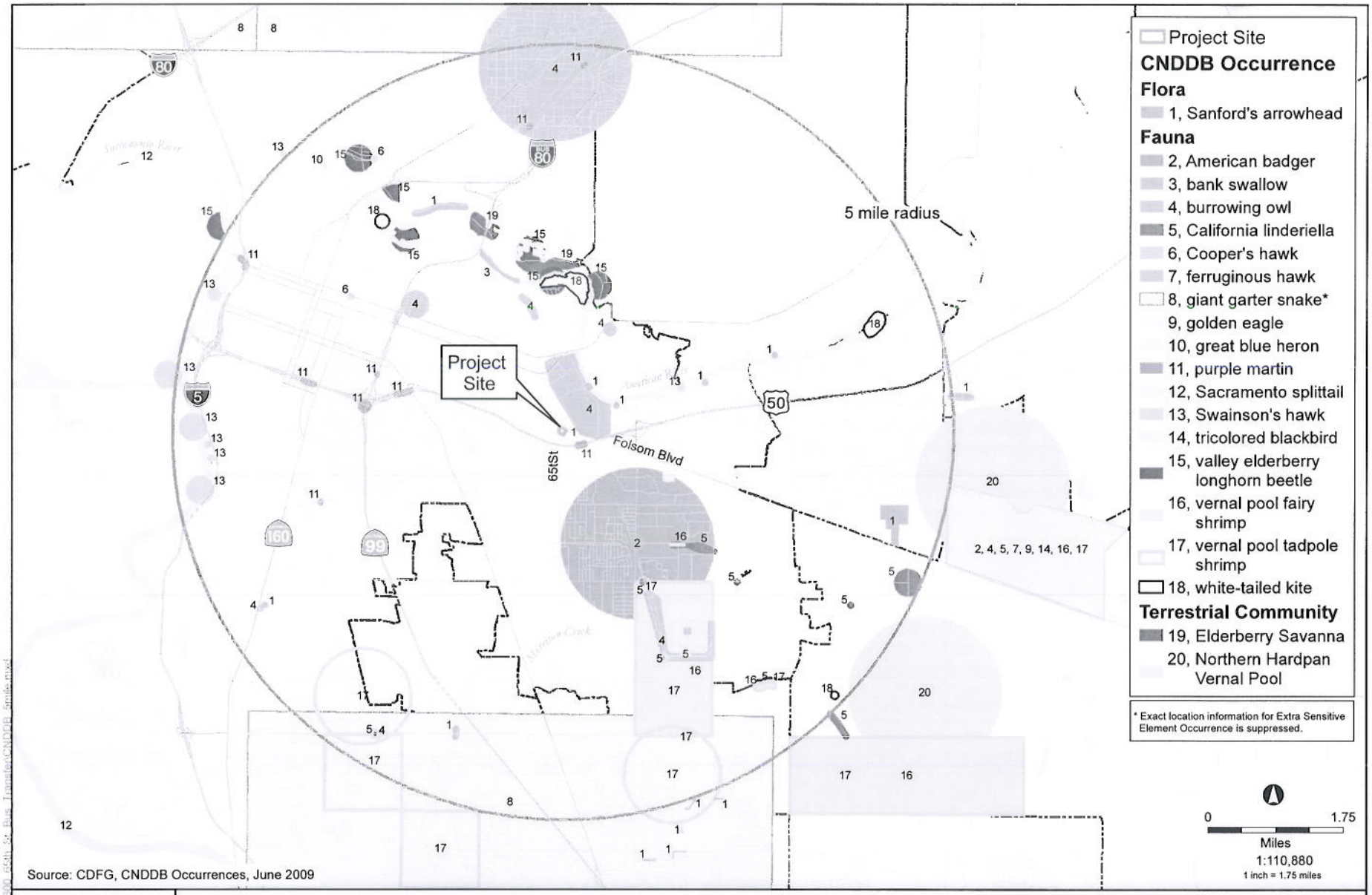
The Sacramento Fish & Wildlife Office no longer maintains a list of species of concern. However, various other agencies and organizations maintain lists of at-risk species. These lists provide essential information for land management planning and conservation efforts. More info

Wetlands

If your project will impact wetlands, riparian habitat, or other jurisdictional waters as defined by section 404 of the Clean Water Act and/or section 10 of the Rivers and Harbors Act, you will need to obtain a permit from the U.S. Army Corps of Engineers. Impacts to wetland habitats require site specific mitigation and monitoring. For questions regarding wetlands, please contact Mark Littlefield of this office at (916) 414-6580.

Updates

Our database is constantly updated as species are proposed, listed and delisted. If you address proposed and candidate species in your planning, this should not be a problem. However, we recommend that you get an updated list every 90 days. That would be October 11, 2009.



PBS&J

FIGURE

Sensitive Species Occurrences

100008600

65th St Bus Transfer Station

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