



1.2

DEPARTMENT OF
UTILITIES
ENGINEERING SERVICES

CITY OF SACRAMENTO
CALIFORNIA

5770 FREEPORT BLVD.
SUITE 100
SACRAMENTO, CA
95822-2911

PH 916-433-6318
FAX 916-433-6652

May 2, 1995

City Council
Sacramento, California

Honorable Members in Session:

**SUBJECT: APPROVAL OF PLANS AND SPECIFICATIONS, AND AUTHORIZATION TO
ADVERTISE FOR BIDS FOR THE 42ND STREET DRAINAGE AREA
IMPROVEMENT PROJECT (PN:XMO1)**

LOCATION AND COUNCIL DISTRICT:

The project is located within the Combined Sewer System, in a 54 acre area bounded by 39th Street on the west, 42nd Street on the east, Highway 50 on the south and Folsom Boulevard on the North (District 3).

RECOMMENDATION:

Staff recommends the City Council approve the attached resolution ratifying the Negative Declaration, Adopting the Mitigation Reporting Program, approve plans and specifications, and authorize the City Clerk to advertise for bids to be received on June 14, 1995.

CONTACT PERSON: Gary A. Reents, Acting Engineering Services Manager, 433-6633

FOR COUNCIL MEETING OF: May 16, 1995

SUMMARY

Plans and specifications for this project have been prepared. Approval of plans and specifications, and authorization to advertise for bids is recommended.

COMMITTEE/COMMISSION ACTION

None.



City Council
May 2, 1995
Advertise for Bids (PN:XMO1)

BACKGROUND INFORMATION

The 42nd Street Drainage Area is located within the Combined Sewer System. During heavy rain storms, many residents living in this drainage area have experienced sewer outflows and have had floodwaters temporarily prevent access to their homes and actually enter their crawl-spaces, garages, basements, and living areas. Since the issuance of the Cease and Desist Order by the California Regional Water Quality Control Board in 1990, the City has identified the 42nd Street Drainage Area as one of the worst outflow and flooding areas within the City. The flooding is recurring and has caused the residents of this area undue inconveniences and property damage.

ENVIRONMENTAL DETERMINATION

In accordance with the State Guidelines for implementation of the California Environmental Quality Act (CEQA) of 1970, the Planning Services Division, Environmental Section has reviewed the proposed project. This review has resulted in the determination that the proposed project will not have a significant adverse impact on the environment and a Negative Declaration was prepared (attached).

A Notice of Availability for public review and comment of the Negative Declaration was published in a local paper on April 3, 1995. The Notice of Availability was also sent to all of the property owners in the project area. The 30-day comment period has elapsed and no comments have been received.

FINANCIAL CONSIDERATIONS:

The engineer's estimate of the construction cost of the project is \$3.7 million. This project was approved in the Sewer Fund and Storm Drainage Fund Capital Improvement Programs, (414/425-500-XMO1-4820). As of April 25, 1995 the unobligated balance in this project is \$4,279,270.

A non-refundable fee of \$30.00 will be charged for each set of plans and specifications to cover reproduction costs.

POLICY CONSIDERATIONS

This action is consistent with Chapter 58, Article III, Section 58.301 of the City Code governing waiving formalized competitive bidding and the award of contracts.

City Council
May 2, 1995
Advertise for Bids (PN:XMO1)

MBE/WBE

This project will include MBE/WBE participation goals of 10.57% MBE and 9.5% WBE, as required by Resolution No. 93-619, relating to MBE/WBE participation goals and policies adopted by the City Council on November 2, 1993. Award of contract will be contingent upon the responsive low bidder either meeting the project MBE/WBE participation goals or making adequate good faith efforts towards meeting the project goals. Bids submitted which meet or exceed the MBE/WBE goals may be eligible for bid price preference up to a maximum of 7% or \$25,000.00, whichever is lower. Plans and specifications will be sent to seven (7) plan rooms and construction services organizations for publication and use by the construction industry of Northern California. There are four (4) organizations on the distribution list that are directly involved with outreach to MBE/WBE contractors.

Other outreach efforts to MBE/WBEs for this project will include:

- Advertisement of the project on the City of Sacramento Construction Project Bid Line (916) 392-4758.
- Free parking to review the project plans and specifications at the City of Sacramento Planroom at Engineering Division offices at 927 10th Street.
- Provide notice of this project to three minority chambers of commerce and three minority and women community organizations directly involved with outreach to MBE/WBEs.

Respectfully submitted,



Gary A. Reents
Acting Engineering Services Manager

RECOMMENDATION APPROVED:


WILLIAM H. EDGAR
City Manager

APPROVED:


JAMES G. SEQUEIRA
Director of Utilities

RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

RESOLUTION RATIFYING THE 42ND STREET DRAINAGE AREA IMPROVEMENT PROJECT (PN: XM01) NEGATIVE DECLARATION AND APPROVING THE 42ND STREET DRAINAGE AREA IMPROVEMENT PROJECT (PN: XM01)

WHEREAS, the City of Sacramento has determined the need for the 42nd Street Drainage Area Improvement Project (hereafter called the "Project"), and has conditionally included the Project in the City of Sacramento Capital Improvement Program pending CEQA compliance, and

WHEREAS, the City of Sacramento has conducted an initial study to determine if the Project may have a significant effect on the environment, and

WHEREAS, the Initial Study concludes that there is no substantial evidence that the Project, or any of its aspects, may cause a significant effect on the environment and a Negative Declaration is therefore appropriate, and

WHEREAS, the Initial Study concluded that the Project involves no potential for any adverse effect, either individually or cumulatively on wildlife resources, and

WHEREAS, the City of Sacramento has provided for public review to accommodate response to the proposed Negative Declaration on the Project,

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SACRAMENTO THAT:

1. The City Council hereby ratifies and approves the 42nd Street Drainage Area Improvement Project Negative Declaration, finding on a basis of the Initial Study and comments received that there is no substantial evidence that the Project may have a significant effect on the environment.

FOR CITY CLERK USE ONLY

RESOLUTION NO. _____

DATE ADOPTED: _____

2. The City Council hereby approves the implementation of the 42nd Street Drainage Area Improvement Project incorporating those mitigation measures detailed in the Negative Declaration.
3. The City Council hereby finds that there is no evidence before them that the 42nd Street Drainage Area Improvement Project, located in Sacramento County, will have any potential for adverse effect on wildlife resources.

MAYOR

ATTEST:

CITY CLERK

FOR CITY CLERK USE ONLY

RESOLUTION NO. _____

DATE ADOPTED: _____

RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

RESOLUTION ADOPTING THE 42ND STREET DRAINAGE AREA IMPROVEMENT PROJECT (PN: XM01) MITIGATION REPORTING PROGRAM

WHEREAS, the City Council has ratified the 42nd Street Drainage Area Improvement Project (PN: XM01) Negative Declaration and approved the 42nd Street Drainage Area Improvement Project, and

WHEREAS, a Mitigation Reporting Program has been prepared which is designed to ensure compliance with the mitigation measures incorporated into the Project in the 42nd Street Drainage Area Improvement Project Negative Declaration,

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SACRAMENTO THAT:

The City Council hereby adopts the 42nd Street Drainage Area Improvement Project Mitigation Reporting Program to ensure compliance with incorporated mitigation measures during Project implementation.

MAYOR

ATTEST:

CITY CLERK

FOR CITY CLERK USE ONLY

RESOLUTION NO. _____

DATE ADOPTED: _____

CITY OF SACRAMENTO
 CAPITAL IMPROVMENT PROJECTS DATE: 04/25/95
 INCLUDES ALL ITEMS POSTED AS OF THE PREVIOUS MONDAY
 CHECK LGFS FOR THE PERIOD LABOR IS THROUGH

NAME	CURRENT MODIFIED BUDGET	ENCUMBERED AMOUNT	EXPENDED AMOUNT	TOTAL OBLIGATIONS	UNOBLIGATED AMOUNT
----	-----	-----	-----	-----	-----
XM01 42ND ST DRAINAGE IMPV PROJ3330					
414 SEWER FUND					
4802 CONSULTANT	0	36,095	31,322	67,417	-67,417
4811 TITLE REPORT	0	0	360	360	-360
4813 ACQUIS COSTS	0	0	37,230	37,230	-37,230
4820 BLDG & IMPRO	1,175,000	0	0	0	1,175,000
TOTAL FUND 414	1,175,000	36,095	68,912	105,007	1,069,992
425 STORM DRAINAGE FUND					
4802 CONSULTANT	0	128,423	73,828	202,252	-202,252
4813 ACQUIS COSTS	0	0	112,770	112,770	-112,770
4820 BLDG & IMPRO	3,525,000	0	0	0	3,525,000
4880 G/F REIM-SAL	0	0	291	291	-291
4881 G/F REIM-BEN	0	0	81	81	-81
4882 OTR REIM-SAL	0	0	252	252	-252
4883 OTR REIM-BEN	0	0	74	74	-74
TOTAL FUND 425	3,525,000	128,423	187,298	315,721	3,209,278
ORG TOTAL XM01	4,700,000	164,519	256,210	420,729	4,279,270



copy

NEGATIVE DECLARATION

The City of Sacramento, California, a municipal corporation, does prepare, make, declare, and publish this Negative Declaration for the following described project:

42nd Street Drainage Area Improvement Project (XM01) - The City of Sacramento, Utilities Department proposes to construct new above and below ground drainage facilities to reduce local flooding in the 42nd Street drainage area. The 42nd Street drainage area consists of approximately 54 acres bounded by 39th Street on the west, 42nd Street on the east, Highway 50 on the south, and Folsom Boulevard on the north.

The City of Sacramento, Department of Planning and Development, has reviewed the proposed project and has determined that the project, with mitigation measures, as identified in the attached Initial Study, as resolved, will not have a significant effect on the environment. An Environmental Impact Report is not required pursuant to the Environmental Quality Act of 1970 (Division 13 of the Public Resources Code of the State of California).

This environmental review process and Negative Declaration filing is pursuant to Title 14, Division 6, Chapter 3, Article 6, Section 15070 of the California Administrative Code and pursuant to the Sacramento Local Environmental Regulations (Resolutions 78-171) adopted by the City of Sacramento and pursuant to the Sacramento City Code, Chapter 63.

A copy of this document may be reviewed/obtained at the City of Sacramento, Department of Planning and Development, Planning Division, 1231 "I" Street, 3rd Floor, Sacramento, California 95814.

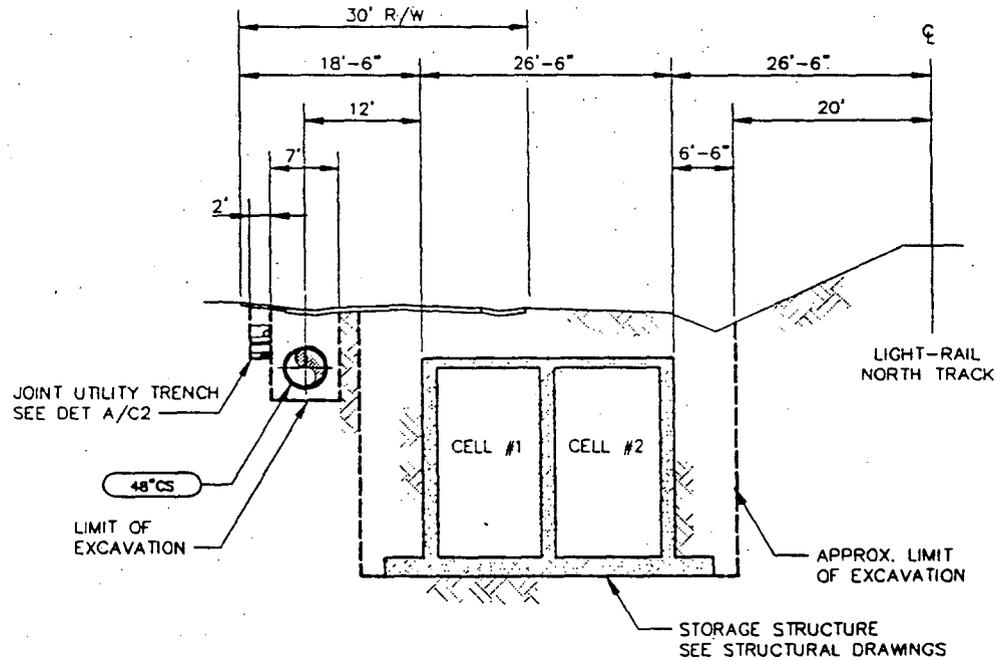
City of Sacramento, California
A Municipal Corporation

By: Holly K. Smith For the
Environmental Services Division Manager

attachment
rev.7/7/94
form.mit

Initial Study and Negative Declaration

42nd Street Drainage Area Improvement Project



City of Sacramento
March 1995

Initial Study and Negative Declaration
42nd Street Drainage Area
Improvement Project

Lead Agency:

City of Sacramento
Utilities Department
5770 Freeport Blvd.
Sacramento, CA 95822-2911
Contact: Craig Chalmers
916/433/2911

Prepared By:

Castrillo + Associates
5300 Trimotor Ct.
Fair Oaks, CA 95628
Contact: Dennis Castrillo
916/967/1801

March 1995

CITY OF SACRAMENTO

INITIAL STUDY

This Initial Study has been required and prepared by the Department of Planning and Development, Environmental Services Division, 1231 I Street, Room 301, Sacramento CA 95814, (916) 264-7037, pursuant to CEQA Guidelines, Section 15063 (August 1, 1983)

File No. and /or Project Name: 42nd Street Drainage Improvements

Project Location: CIP# XMO1

Applicant - Name: City of Sacramento

Address: Utilities Department

I. ENVIRONMENTAL IMPACTS

(Explanations of all "yes" and "maybe" answers are provided on Attachment A).

	Yes	Maybe	No
1. Earth. Will the proposal result in:			
a. Unstable earth conditions or changes in geologic substructures?	___	___	✓
b. Disruptions, displacements, compaction or over covering of the soil?	✓	___	___
c. Change in topography or ground surface relief features?	___	___	✓
d. The destruction, covering or modification of any unique geologic or physical features?	___	___	✓
e. Any increase in wind or water erosion of soils, either on or off the site?	___	✓	___
f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?	___	___	✓

	Yes	Maybe	No
g. Exposure of people or property to geologic hazards, such as earthquakes, landslides, ground failure, or similar hazards?	_____	_____	_____✓
2. Air. Will the proposal result in:			
a. Substantial air emissions or deterioration of ambient air quality?	_____	_____✓	_____
b. The creation of objectionable odors?	_____	_____✓	_____
c. Alteration of air movement, moisture, or temperature, or change in climate, either locally or regionally?	_____	_____	_____✓
3. Water. Will the proposal result in:			
a. Changes in currents, or the course of direction of water movements, in either marine or fresh water?	_____	_____	_____✓
b. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?	_____✓	_____	_____
c. Alterations to the course or flow of flood waters?	_____✓	_____	_____
d. Changes in the amount of surface water in any water body?	_____	_____	_____✓
e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?	_____	_____	_____✓
f. Alteration of the direction or rate of flow of ground water?	_____	_____	_____✓
g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	_____	_____	_____✓

Yes Maybe No

h. Substantial reduction in the amount of water otherwise available for public water supplies? ___ ___

i. Exposure of people or property to water-related hazards, such as flooding or tidal waves? ___ ___

4. **Plant Life.** Will the proposal result in:

a. Change in the diversity of species, or number of species of plants (including trees, shrubs, grass, crops, and aquatic plants)? ___ ___

b. Reduction of the numbers of any unique, rare or endangered species of plants? ___ ___

c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species? ___ ___

d. Reduction of acreage of any agricultural crop? ___ ___

5. **Animal Life.** Will the proposal result in:

a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms or insects)? ___ ___

b. Reduction of the number of any unique, rare or endangered species of animals? ___ ___

c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals? ___ ___

d. Deterioration to existing fish or wildlife habitat? ___ ___

	Yes	Maybe	No
6. Noise. Will the proposal result in:			
a. Increases in existing noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exposure of people to severe noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Light and Glare. Will the proposal produce new light or glare?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. Land Use. Will the proposal result in a substantial alteration of the present or planned land use of an area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. Natural Resources. Will the proposal result in:			
a. Increase in the rate of use of any natural resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantial depletion of nonrenewable resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Risk of Upset. Will the proposal result in:			
a. A risk of an explosion or the release of hazardous substances (including, but not limited to, oil pesticides, chemicals, or radiation) in the event of an accident or upset conditions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Possible interference with an emergency response plan or an emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11. Population. Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12. Housing. Will the proposal affect existing housing, or create a demand for additional housing?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13. Transportation/Circulation. Will the proposal result in:			
a. Generation of substantial additional vehicular movement?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Effects on existing parking facilities, or demand for new parking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Yes	Maybe	No
c. Substantial impact upon existing transportation systems?	_____	_____	<input checked="" type="checkbox"/>
d. Alterations to present patterns of circulation or movement of people and/or goods?	<input checked="" type="checkbox"/>	_____	_____
e. Alterations to water borne, rail, or air traffic?	_____	_____	<input checked="" type="checkbox"/>
f. Increase in traffic hazards to motor vehicles, bicycles or pedestrians?	_____	<input checked="" type="checkbox"/>	_____
14. Public Services. Will the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:			
a. Fire protection?	_____	_____	<input checked="" type="checkbox"/>
b. Police protection?	_____	_____	<input checked="" type="checkbox"/>
c. Schools?	_____	_____	<input checked="" type="checkbox"/>
d. Parks or other recreational facilities?	_____	_____	<input checked="" type="checkbox"/>
e. Maintenance of public facilities including roads?	_____	<input checked="" type="checkbox"/>	_____
f. Other governmental services?	_____	_____	<input checked="" type="checkbox"/>
15. Energy. Will the proposal result in:			
a. Use of substantial amounts of fuel or energy?	_____	_____	<input checked="" type="checkbox"/>
b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?	_____	_____	<input checked="" type="checkbox"/>
16. Utilities. Will the proposal result in a need for new systems, or substantial alterations to the following utilities:			
a. Electricity?	<input checked="" type="checkbox"/>	_____	_____
b. Natural gas?	<input checked="" type="checkbox"/>	_____	_____

	Yes	Maybe	No
c. Sewer?	___	___	<input checked="" type="checkbox"/>
d. Water?	___	___	<input checked="" type="checkbox"/>
e. Storm water drainage?	<input checked="" type="checkbox"/>	___	___
f. Solid waste?	___	___	<input checked="" type="checkbox"/>
17. Human Health. Will the proposal result in:			
a. Creation of any health hazard or potential health hazard (excluding mental health)?	___	___	<input checked="" type="checkbox"/>
b. Exposure of people to potential health hazards?	___	<input checked="" type="checkbox"/>	___
18. Aesthetics. Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to the public?	___	<input checked="" type="checkbox"/>	___
19. Recreation. Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?	___	___	<input checked="" type="checkbox"/>
20. Cultural Resources.			
a. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archaeological site?	___	___	<input checked="" type="checkbox"/>
b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?	___	___	<input checked="" type="checkbox"/>
c. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?	___	___	<input checked="" type="checkbox"/>
d. Will the proposal restrict existing religious or sacred uses within the potential impact area?	___	___	<input checked="" type="checkbox"/>

21. Mandatory Findings of Significance.

- 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 pre-history?

- b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure into the future.)

- c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource relatively small, but where the effect of the total of those impacts on the environment is significant.)

- d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

MITIGATION MEASURES

The applicant has agreed to revise the project to incorporate the mitigation measures contained in Attachment A, Discussion of Initial Study.

A discussion of the project's impacts is contained in Attachment A, Discussion of Initial Study. No mitigation is required for this project.

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 the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION WILL BE PREPARED.

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

4/3/95

Date


Signature

CITY OF SACRAMENTO, ENVIRONMENTAL SERVICES DIVISION

ATTACHMENT A, DISCUSSION OF INITIAL STUDY

Project Information

Project Number: CIP # XM01

Project Name: 42nd Street Drainage Area Improvement Project

Project Applicant: City of Sacramento, Utilities Services Division

Project Location: Along R Street between 40th and 42nd Street in East Sacramento.

Surrounding Land Uses:

North: Single family detached homes.

South: The Light Rail right-of-way and U.S. 50 Highway

East: East Lawn Cemetery

West: The 39 Street Light Rail Station

Project Description

Overview of Proposed Project

The 42nd Street Drainage Area Improvement Project involves the construction of new above and below ground drainage facilities to reduce local flooding in the 42nd Street drainage area. The 42nd Street drainage area consists of approximately 54 acres bounded by 39th Street on the west, 42nd Street on the east, Highway 50 on the south, and Folsom Boulevard on the north. In addition, several streets north of Folsom Boulevard between 39th and 44th Streets with half-block areas are included in the drainage area (See Figure 1). This area is currently served by an old combined stormwater and wastewater system which collects storm water and effluent and transports it to the Sacramento Regional Treatment Plant.

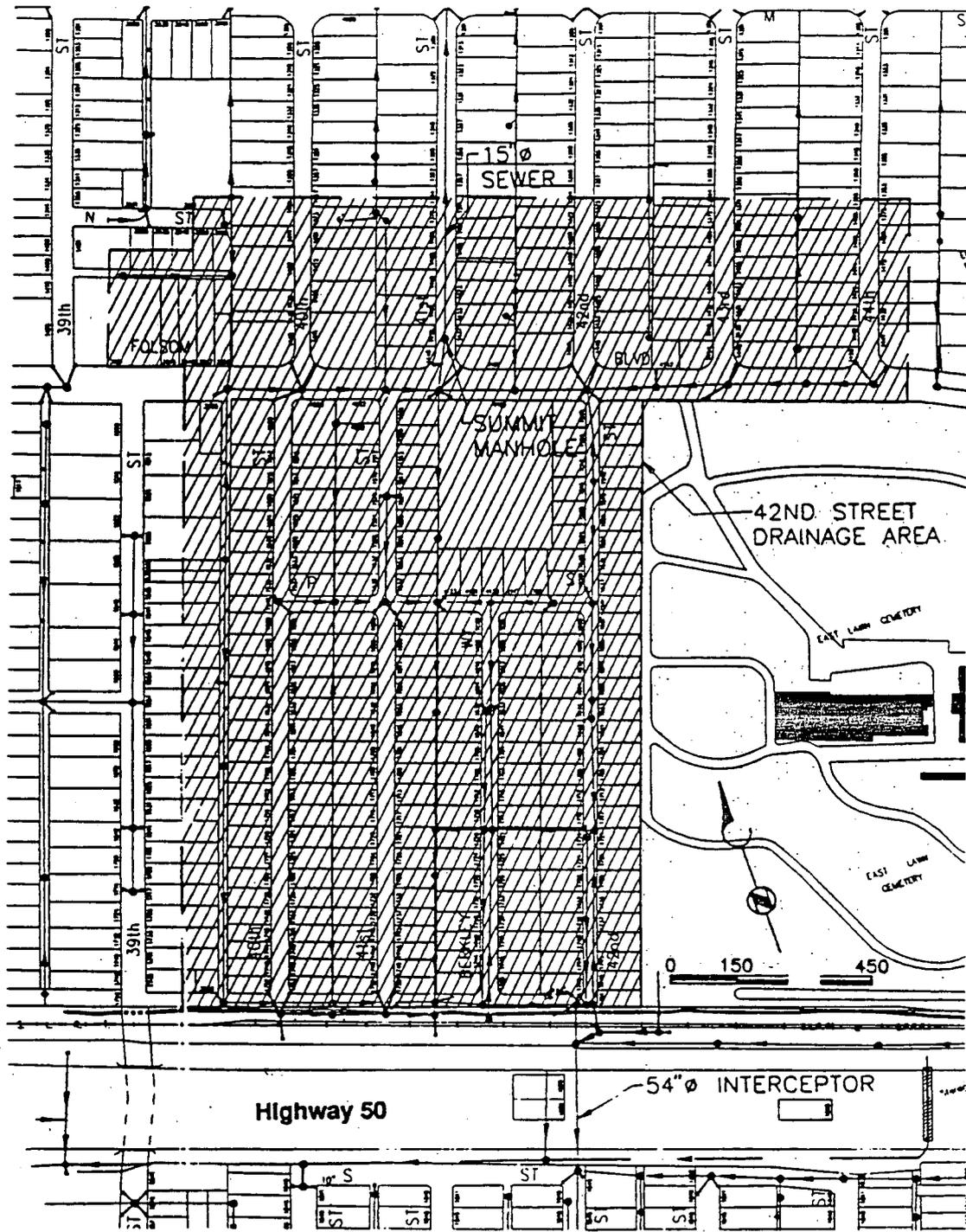
Because of inadequate collection components and hydraulic restrictions downstream, flooding is a problem in the drainage area. In addition, there have been instances in which combined waste water (stormwater and a small amount of untreated effluent) has been forced onto the streets during periods of heavy rainfall. These outflows may be a potential health risk. The Regional Water Quality Control Board has issued a cease and desist order which requires the City

to correct this problem. The facilities described below are intended to alleviate some of the flooding and reduce the possibility of outflows. The location of the proposed facilities are shown in Figures 2 and 3.

Proposed Facilities

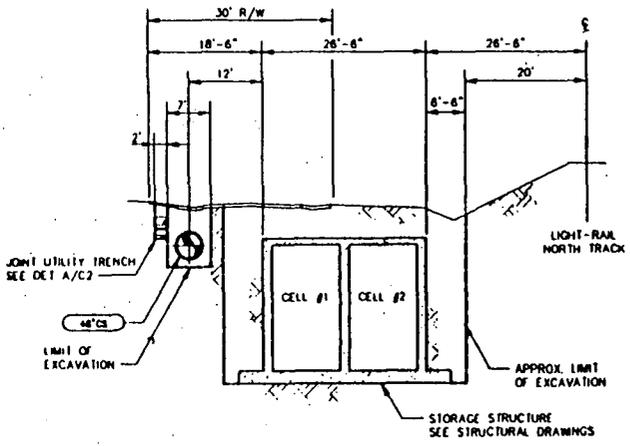
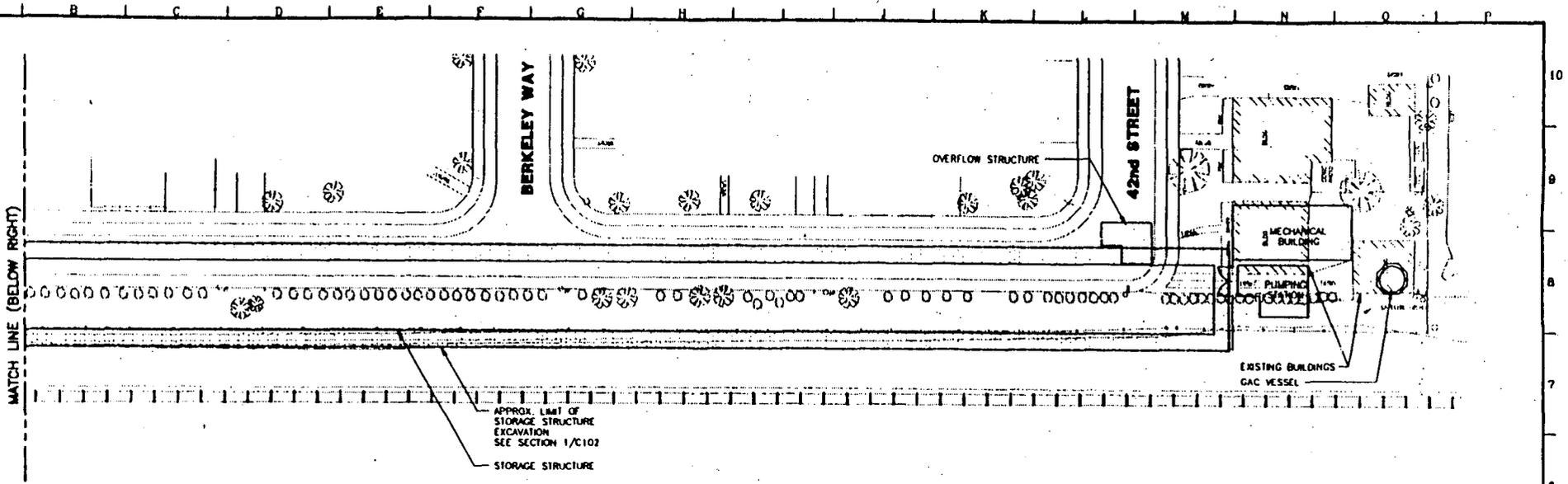
The project involves the following facilities and improvements:

- Construction of an underground storage structure that consist of two "cells". This storage structure will be approximately 26 feet wide, 26 feet deep and 525 feet long and will be located along the south side of R Street between 40th and 42 Street in East Sacramento. The storage structure will hold up to 220,000 cubic feet of combined storm and wastewater during intense storm events. The storage structure will be used only during heavy storms to relieve flooding in the area by storing combined wastewater until it can be discharged back into the combined sewer system after the peak heavy storm flows have subsided.
- A pump station, equipped with three underground pumps (each with a 15 horsepower rating), will be constructed to drain the storage structure after the storms are over. The pump station and support facilities will be located on a lot, currently occupied by a private residential home, at the southeast corner of the intersection of R and 42nd Streets. The above ground portion of the pump station building will look like a residential house and will architecturally blend in with the surrounding neighborhood (See Figure 4).
- The sidewalk on the north side and the curb and gutter on the south side of R Street will be removed and replaced. When the sidewalk is replaced, wheel chair ramps will be constructed. That portion of R Street affected by the project will be reconstructed. New larger "B" box storm drainage inlets will be installed along R Street, replacing the old small inlets installed in the 1920's. New manholes will be installed in the right of way of R Street; and, existing overhead and underground utility transmission lines will be under grounded to accommodate the proposed structures.
- New landscaping, which will consist of trees, shrubs, ground cover and an irrigation system will be installed along the south side of R Street to replace landscaping which must be removed due to the construction. The landscaping will be professionally designed and will conform to guidelines which City staff and the neighborhood have agreed to (See Figure 5).

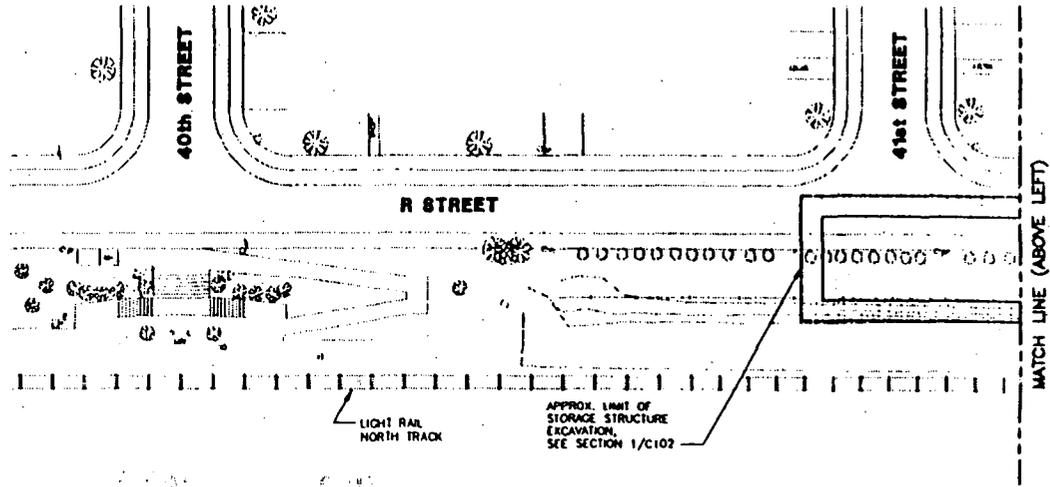


Source: City of Sacramento

42 Street Drainage Area Improvement Project
FIGURE 1: 42nd STREET DRAINAGE AREA



SECTION 1/C102
SCALE: 1"=10'



SCALE: 1"=20'

NOTE: POLES AND LANDSCAPING NOT SHOWN FOR CLARITY.

BROWN AND CALDWELL

222

LINE IS 3 INCHES AT FULL SIZE IF NOT P. S. 1/2 INCHES
FILE: 17900100
DRAWN: GCS
DESIGNED: SH
CHECKED:
DATE:

REVISIONS				
NO.	REV.	DESCRIPTION	BY	DATE

CITY OF SACRAMENTO
DEPARTMENT OF UTILITIES

COMBINED SEWER SYSTEM
42ND STREET DRAINAGE AREA IMPROVEMENT PROJECT
STORAGE AND PUMP STATION IMPROVEMENTS

Figure 2:
Location of Proposed Improvements

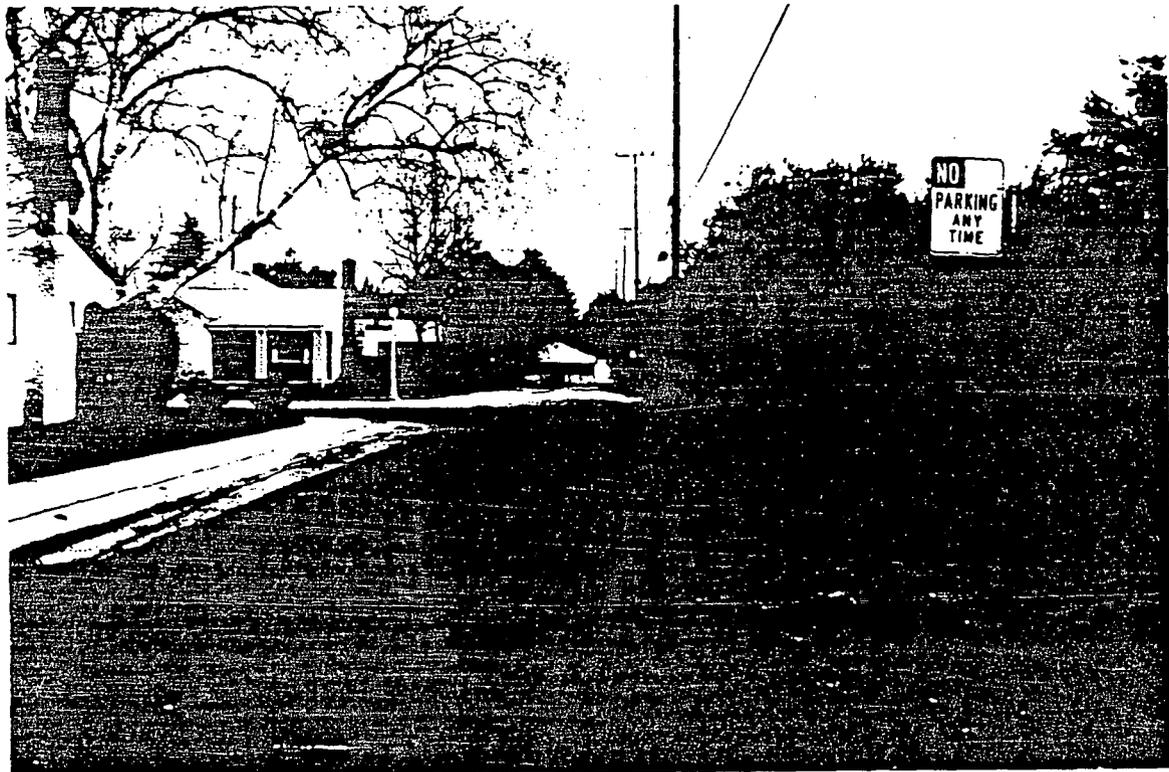
SCALE AS NOTED

DRAWING NUMBER C1

SHEET NUMBER



Looking west along R Street from 42nd Street

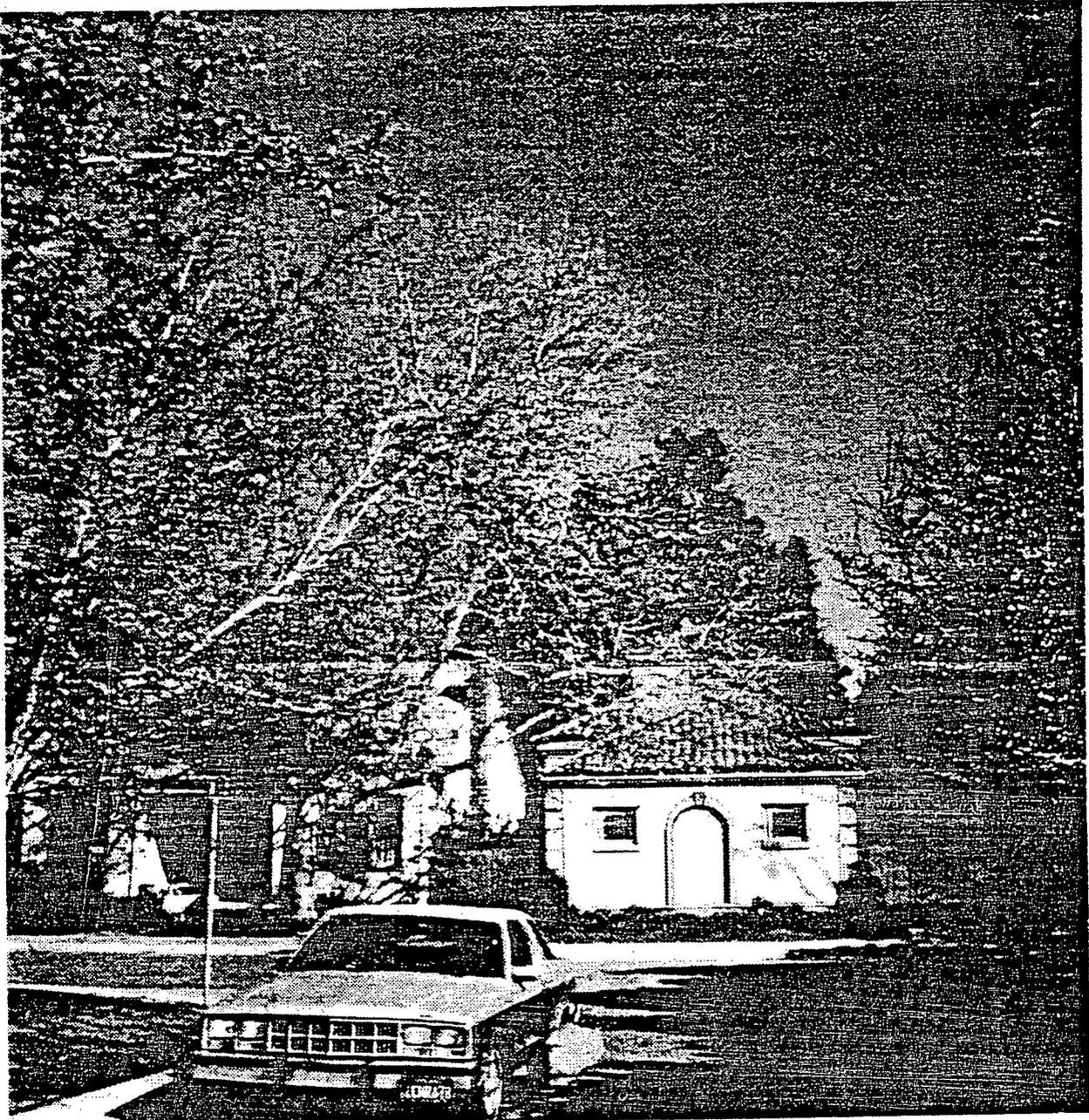


Looking east along R Street from 41st Street

Source: Castrillo + Associates

42 Street Drainage Area Improvement Project

FIGURE 3: R Street Between 41st and 42nd Streets



Source: Acanthus

42 Street Drainage Area Improvement Project
FIGURE 4: PROPOSED PUMP STATION (Photo Simulation)

Project Phasing

If approved, the 42nd Street Drainage Area Improvement Project will be constructed in two phases. Phase 1 consists of the installation of the facilities and improvements noted above. Construction will begin in July 1995 and be completed by March 1996. The existing house on the lot where the pump station will be located will be removed in July 1995. After a complete wet weather year of performance evaluation of the phase 1 facilities and improvements, a decision will be made as whether to construct the phase 2 portion.

Phase 2 consists of constructing replacement and parallel storm drains to convey stormwater runoff from local drop inlets on several streets to the storage structure on R Street. The need for completing Phase 2 will be assessed after evaluation of the performance of Phase 1. Phase 2 could be designed in the winter of 1996-1997 and constructed during the spring, summer, and fall of 1997. The exact sizes of pipe installed for Phase 2 will be determined during the detailed design process but the pipes will range in size between 12 and 30 inches in diameter.

Maintenance of Facilities

The storage structure will be cleaned by the City of Sacramento maintenance crews, during normal working hours, after the structure is used. The maintenance crew will wash accumulated grit and solids to the pump station using portable truck mounted sewer cleaning equipment. Other than the presence of City utility trucks, most of the cleaning operation will take place within the storage structure and pump station. Additionally, the City will contract with a private maintenance company to maintain the newly installed landscaping.

Goals/Benefits of the Project

According to the Department of Utilities, the proposed project will provide the following benefits:

1. Local flooding in the 42nd Street drainage area, south of Folsom Boulevard, will be substantially reduced.
2. The proposed project will reduce the possibility that combined wastewater will force outflows onto the streets through the storm water drop inlets from the combined sewer system due to insufficient conveyance capacity during heavy storms. The outflow occurrences have been perceived to be a potential health risk by health and water quality control officials.

3. The proposed project will be the first combined sewer system project to be constructed which addresses the Cease and Desist Order imposed by the Regional Water Quality Control Board, by helping to prevent outflows. It will also demonstrate the City's commitment to improve the system and be a first step to help the City eliminate the Cease and Desist Order.

4. Professionally designed landscaping will be planted along the south side of R Street at the culmination of Phase 1 portion of the project. The landscaping will help beautify the neighborhood.

5. The utility power poles and overhead utility wires along R Street, between 40th and 42nd streets, will be relocated underground which will help beautify and improve the existing visual aesthetics of the neighborhood.

Environmental Issues and Discussion

1. Earth

The proposed project will result in compaction of the soil to provide a proper base for the construction of the proposed underground storage structure, and pump station. This type of compaction is required so that settling does not occur which could later damage the proposed improvements. Over covering the soil will occur when a new road surface is installed and the pump station is constructed. However, the road will replace an existing road and the pump station will be located on a lot where a house now exists. The amount of soil over covered may actually be less than now occurs. None of these improvements will alter the existing topography of the area. These impacts are less than significant.

According to the geotechnical report prepared for the project (Kleinfelder Engineering, 3/95) no geologic features such as faults are known to occur in or near the construction area. Development within this area is subject to potential damage from earthquake ground shaking at a maximum intensity of VIII of the Modified Mercalli Scale (SGPU, DEIR, T-16). An earthquake of intensity VIII could be frightening and cause alarm, however, structural damage would be negligible in well designed and constructed buildings. Design and construction of facilities in conformance with Uniform Building Code Requirements for Seismic Zone 3 will reduce risks to acceptable levels.

Potential Impact: Less than significant due to the amount of area involved. Compaction of the soil is a normal construction practice designed to prevent damage to the proposed facilities. The amount of soil over covered is minor. The finished grades will match the topography of the surrounding area. The structures will be designed to conform with UBC requirements for Seismic Zone 3 or greater which reduces seismic risk.

2. Air

Air Quality

The proposed facilities will not generate air pollutants, such as smoke or dust as part of their normal operation. The amount of traffic generated by construction or maintenance employees will not result in significant regional air quality impacts or "hot spots" at nearby intersections.

A potential impact of this project related to air pollution is the generation of dust during the construction of the proposed facilities. Construction, clearing, grading, excavation and travel on dust/mud laden streets will generate dust which will become airborne. With prevailing southwest winds during the construction periods, the areas northeast (residential area) of the construction area will most likely experience the maximum construction dust-loading. The generated dust is

more of a nuisance than a potentially unhealthful air quality impact. Most construction dust is composed of larger diameter particulates that are easily filtered by human breathing passages and settle out rapidly on parked cars and other nearby surfaces. The smaller particles, however, can remain suspended indefinitely and can present a health hazard, especially to persons with respiratory ailments.

Although the Sacramento City Code requires builders to take precautions to prevent and control movement of dust created by their work activities, specific measures should be established to mitigate dust generation so that the measures can be monitored. Therefore, the following mitigation measures are recommended:

2-1. Water active areas of the construction site twice daily, including weekends and other non construction days to control wind borne dust.

2-2. Enclose, cover, or water twice daily any exposed piles of dirt, sand, gravel or other construction debris.

2-3. At a minimum of three times per week, remove from all neighborhood streets all dirt and mud which has been generated from or deposited by construction equipment going from, the construction site.

Potential Impact: Less than significant, as the mitigation measures listed above will be followed to reduce the level of impact.

Odors

A ventilation and odor control system is included as one of the features of the proposed project. The ventilation system will exhaust air from the storage structure continuously through replaceable granular activated carbon (GAC) filter(s) located at the southeast side of the pump station. After the storage structure has been cleaned, the facility will have the ability, if needed, to inject (through a spray nozzle cleaning system) diluted sodium hypochlorite (bleach), a disinfectant and chemical odor neutralizers, to help control odors.

Potential Impact: Less than significant as features have already been incorporated into the design of project to mitigate impacts.

3. Water

Inadequate collection components and hydraulic restrictions downstream contribute to flooding problems in the 42nd Street Drainage Area. Vehicular and pedestrian traffic in the area are often impeded by flood waters and homes flood during storm events with as low as a two year return period (a two year return

period storm has a 50 percent chance of occurring in a given year). The area along R Street between 39th Street and 42nd Street experiences some of the worst flooding, with respect to depth and frequency in the 42nd Street drainage area.

The proposed drainage facilities will have a positive effect in the manner in which storm water runoff is collected and discharged. It will reduce flooding in the area by storing combined wastewater until it can be discharged back into the system after the peak storm flows have subsided. The proposed project will also help address the Cease and Desist Order imposed by the Regional Water Quality Control Board, by helping to prevent outflows. It will also demonstrate the City's commitment to improving the combined sewer system and will help the City eliminate the Cease and Desist Order.

Potential Impact: Less than significant as the proposed project will improve storm drainage and reduce the possibility of flooding and outflows in the area.

4. Plant Life

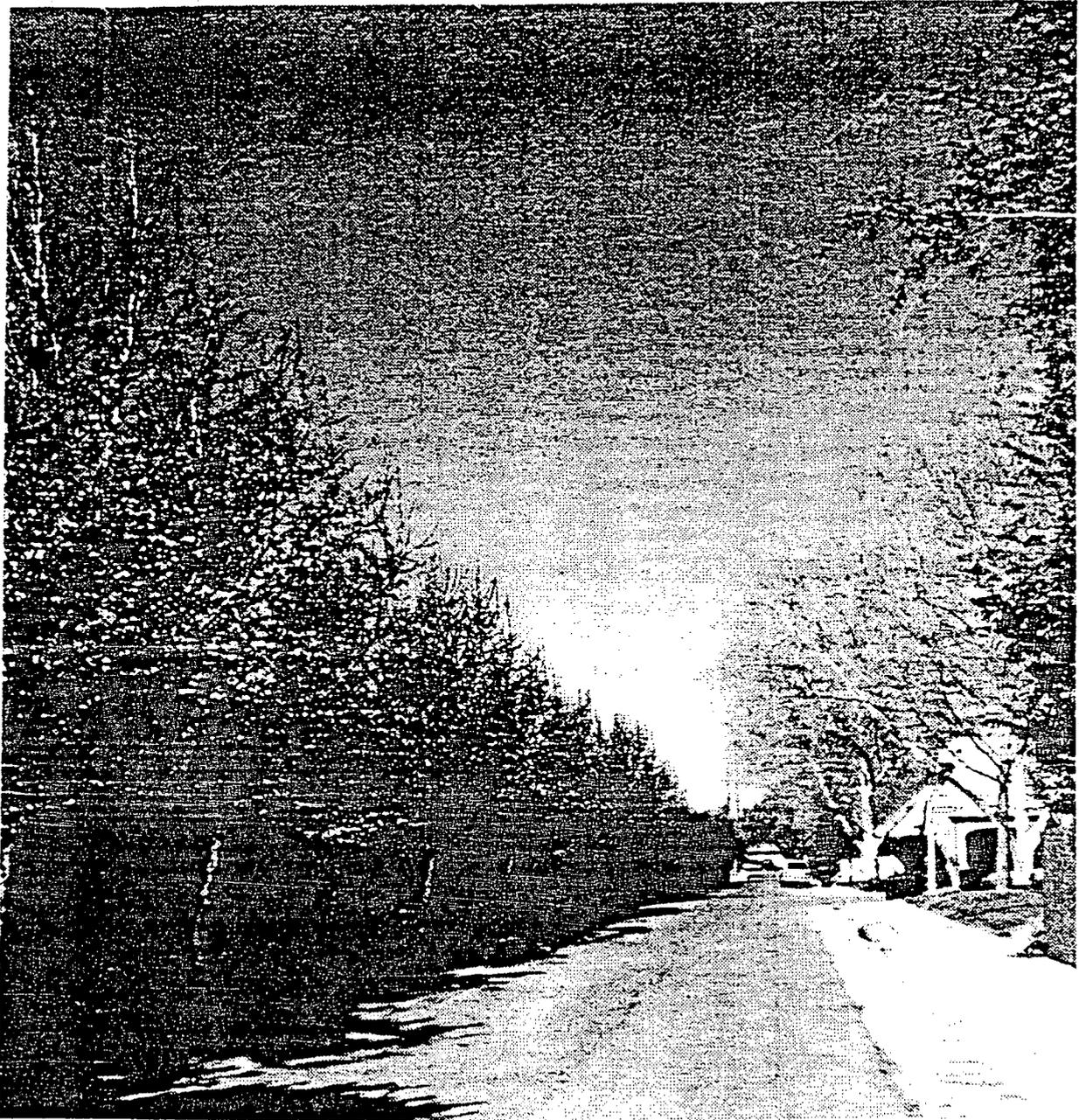
Construction of the proposed facilities will require removal of assorted bushes randomly planted along the south side of R Street. However, following construction, a professionally designed landscaping will be planted to replace the existing bushes. An irrigation system to support the landscaping will also be installed. In developing the landscaping plan, City staff has met with residents in the project area to determine the type and location of shrubs and/or trees that will be planted. At this meeting the following guidelines were established for the landscaping plan:

- The trees should be deciduous and large.
- The shrubs should be evergreen and tall.
- The ground cover should be easy to keep clean of leaves and debris.
- Clean up and maintenance is an important concern for the neighborhood.

The proposed landscape plan which reflects these guidelines is shown on Figure 5. The City will maintain the landscaping through a contract with a landscape maintenance company that maintains other City facilities.

The construction of the storage structure and pump station will not require the removal of any heritage trees. However, trees in the area may be affected by construction activity and the movement of equipment into the construction area.

The overhanging canopies of three trees which extend into the construction zone, will require pruning to allow access for construction equipment. Pruning will prevent serious damage to the trees that could result if limbs are accidentally



Source: Acanthus

42 Street Drainage Area Improvement Project
FIGURE 5: PROPOSED LANDSCAPING (Photo Simulation)

broken and not properly cared for. In addition, trees along streets leading into the construction area have branches which may be damaged if there is not enough clearance to allow construction equipment to pass below them. Additionally, during construction excavation, roots of trees will be severed. Measures to mitigate these impacts are identified below.

To mitigate potential impacts the following measures are recommended:

4-A. A professionally designed landscape plan will be prepared which will identify the type and location of plants and trees to replace the landscaping removed by the project. An irrigation system to support the new landscaping will also be installed.

4-B. An ISA Certified Arborist will be retained to perform all pruning of trees whose canopy extends into the construction area.

4-C. The City Arborist or an ISA Certified Arborist will be present when excavation is performed which may damage or sever roots of trees near the construction area along R Street. The arborist shall carry out measures to prevent these trees from dying.

4-D. A notation shall be placed on the construction plans which identifies mitigation measures 4-B and 4-C.

4-E. Prior to any construction, the City Arborist will determine if any trees along the streets which construction equipment will travel should be pruned to prevent damage. If pruning is required, the Utility Department shall contract with an ISA Certified Arborist to perform all pruning.

4-F. The City Arborist shall supervise the removal of any tree on private property that has died due to construction activities. The City Arborist shall also identify a replacement tree and be responsible for replanting a new, 5-gallon size, tree.

Potential Impact: With the proposed mitigation measures, the impact will be less than significant.

5. Animal Life

The proposed project will not adversely affect any animal species. No special status animal species or suitable habitat were located during the biological field reconnaissance conducted for the construction of the Light Rail Line or the 39th Street Station. The California Natural Diversity Data Base inventory was examined for the preparation of the environmental documents for the 39th Street Light Rail Station. The Data Base revealed no records of special status animal species in this vicinity.

Potential Impact: Less than significant.

6. Noise

Ambient noise in the project area is generated primarily by traffic on U.S. Route 50, which runs just south of the project site. The site is separated from the highway by the Regional Transit Light Rail line. The trains run relatively fast and generate little noise. The traffic noise from U.S. 50 is almost constant, whereas the Light Rail noise is sporadic.

East of the project site, the highway is depressed relative to the surrounding land, whereas to the west, it is elevated. The highway is slightly higher than the 42nd Street grade near the future pump station, rising toward the west. The residential areas adjacent to U.S. 50 are already exposed to traffic noise levels above the normally acceptable level of 60 dBA, L_{dn} . The City's General Plan indicates that noise levels exceed 70 dBA, L_{dn} at residential properties within 150 feet of the centerline of U.S. 50.

To establish actual noise levels in the area, noise levels were measured between 10:00 p.m. and 12:40 a.m. on March 6-7, 1995, on the sidewalk on the east side of 42nd Street, at the northern property line of the parcel where the pump station is to be located. Any operational noise impacts from the pump station would be most severe during the quieter hours. During the daytime, the ambient traffic noise will mask the noise of the facility. Therefore, ambient noise levels were measured during the night. The results are shown in Table 1 below.

Table 1
Noise Levels (dBA) Measured at 42nd Street and
R Street, Sacramento, March 6-7, 1995

Time Period	L_{eq}	L_{Max}	L_{10}	L_{50}	L_{90}	L_{Min}
10:00-10:20 p.m.	64.0	70.9	65.6	63.7	61.7	58.5
12:00-12:20 a.m.	61.1	78.4	62.9	60.2	57.4	53.8
12:20-12:40 a.m.	60.4	67.3	62.8	59.9	56.8	51.3

Notes:

1. A decibel (dB) is a logarithmic unit of sound energy intensity. A dBA is a decibel corrected for the variation in frequency response of the typical human ear at commonly encountered noise levels.
2. L_{eq} is the time averaged noise level.
3. L_{dn} is the a 24 hour noise descriptor calculated from L_{eq} levels.
4. L_{Max} is the maximum noise level - L_{min} is the minimum noise level.
5. L_{10} , L_{50} and L_{90} represent the noise levels at which the L_{eq} is exceeded 10%, 50% and 90% of the time respectively.

Source: Peter Klaveness, Acoustical Consultant

Trains passed the site during both the first and the second measurement periods. The maximum noise levels were not generated by the trains. The most salient feature of the noise environment is how remarkably constant the noise is. The L_{50} is at 60 dB even after midnight, and the difference between the L_{10} and the L_{90} is small.

Construction Noise

Construction of the proposed facilities will require heavy equipment for excavation, soil transport, concrete forming and pouring, as well as ancillary construction equipment. During construction, noise levels at the exterior of existing homes will vary from existing ambient daytime values of 65-75 dBA to nearly 90 dBA when heavy equipment is nearby. Interior noise levels may be as high as 60-65 dBA, generated by the construction equipment. This noise will be unavoidable and intermittent. The construction plans attempt to mitigate the construction noise to some extent by specifying the drilling of piling holes rather than using standard pile driving techniques. The duration of intense noise level periods will also be limited at any one location due to the phasing of the project. The sound of trucks associated with hauling, excavation and fill materials to and

from the site will not be louder along R Street than existing truck noise associated with U.S. 50. The same will be the case with heavy equipment (dozers, loaders etc.) more than about 150 feet from a residence.

Construction noise is exempt from the City of Sacramento Noise Ordinance, provided that construction is limited to the hours between 7:00 a.m. and 6:00 p.m. Monday through Saturday and between 9:00 a.m. and 6:00 p.m. on Sundays. Internal combustion engines must also be equipped with good silencers. Construction noise is therefore, considered to be less than significant under City standards. To ensure compliance with the City's noise requirements the following mitigation measure is recommended:

8-A. A notation shall be placed on the construction plans which indicates that the operation of construction equipment shall be restricted to the hours between 7:00 a.m. and 6:00 p.m. Monday through Saturday and between 9:00 a.m. and 6:00 p.m. on Sundays (as required by City Ordinance). Additionally, all internal combustion engines in use on the project must be equipped with original manufacturers' silencers or their after market equivalents, in good working order (as required by City Ordinance).

Potential Impact: Construction noise is exempt from the City of Sacramento Noise Ordinance and therefore, the impact is considered to be less than significant. The mitigation measure listed above will ensure compliance with the City's noise requirements.

Operational Noise

According to the City of Sacramento Noise Ordinance, the exterior noise standard from 10:00 pm to 7:00 a.m. (day time) is 55 dBA; and, from 7:00 a.m. to 10:00 p.m. (night time) the standard is 50 dBA. These levels are for sources operating 30 minutes or more per hour. The City Noise Ordinance also states that "if the ambient noise level exceeds that permitted [by the code], the allowable noise limit shall be increased in 5 dBA increments ... to encompass the ambient noise level". That is, if the ambient noise level (or existing background noise level) is higher than the standard allowable levels, the allowable levels may be raised. For example, if the ambient noise during the night time is found to be between 50 and 54 dBA, the allowable night time noise level may be raised to 55 dBA.

For comparison with this continuous noise standard, the mean (L_{50}) ambient noise level is used. Thus, if the median noise level due to U.S. 50 traffic exceeds 50 dBA during the night time, the city standard can be raised. Based on experience with other urban highway noise environments, and the noise measurements shown on Table 1, the median noise level between 3 and 4 a.m. is probably between 50 and 55 dBA. Therefore, the night time noise level standard applying to the project should be elevated to 55 dBA, as allowed by the noise ordinance, as the pump station will be operating during the nighttime. This noise standard will

be applied at the north property line of the pump station parcel to determine operational noise impacts.

Operation of the pump station will generate noise, primarily by equipment located inside the pump station. The submerged sump pumps will not generate audible sound during operation. Noise will be generated by several small pumps and compressors, as well as by ventilation and foul air fans. The foul air fan will be running all the time during the wet season, and possibly during the summer. The building's ventilation fans will also run continuously. Based on calculated noise levels for this type of equipment, noise levels within the pump station will be between 75 and 80 dBA. Noise will be transmitted out of the building via the gable end vents and the exterior doors. There will be no openings on the north side of the building facing the closest residence. On the east side of the building, visible from the neighbor's rear yard, there will be a double set of doors to the foul air blower room, as well as a gable vent.

To mitigate potential noise impacts, interior noise absorbing panels will be installed and the doors, vent and foul air fan system will be designed to reduce exterior noise. There will also be a vent equipped with acoustic louvers or an internal silencer (Jim Bartlett; Brown and Caldwell, personal communication). Based on the attenuation values of the pump station's walls, doors, interior noise absorbing panels and acoustic louvers, the calculated noise levels at the property line will be less than 55 dBA (Peter Klaveness, Acoustical Consultant). Operational noise impact will be less than significant.

Potential Impact: Operational noise will not exceed 55 dBA at the property line and therefore, the impact is less than significant.

7. Light and Glare

There is no night time construction proposed as part of this project and therefore, there will not be any night time illumination during the construction period. After construction, a high pressure sodium lamp with the intensity of a street light will be installed on the south side of the pump station as a security measure. The light will automatically turn on from dusk to dawn. The lighting will meet City standards and will not generate light or glare onto surrounding residential properties. There is no potential for glare as all above ground facilities will be constructed of non-reflective materials.

Potential Impact: Less than significant.

8. Land Use

The proposed facilities are not a change in the existing or planned uses in the area and do not require a general plan amendment or zone change. The improvements support the existing land uses in the area by reducing flooding and minimizing potential health risks. Installation of these improvements is therefore, consistent with Goal A of the General Plan which calls for improving the quality of residential neighborhoods. The proposed facilities also implement a mitigation measure in the City's General Plan Environmental Impact Report (see General Plan EIR, pages J-6 & 7) which calls for the reconstruction of local drainage facilities.

The proposed pump station will be designed to have the appearance similar to the residential structures which exist in the area. The pump station will not be disruptive to adjacent residential uses, in terms of increased activity, noise or traffic.

Potential Impact: Less than significant.

9. Natural Resources

This environmental assessment has already identified the natural resources, such as plant life, that could be affected by the project. The project will not have a significant adverse impact on other natural resources, accelerate the use of natural resources or deplete non-renewable resources.

Potential Impact: Less than significant.

10. Risk of Upset

Chemicals will be used to periodically clean the storage structure and to help control odors. However, no chemicals will be permanently stored at the pump station. When maintenance work is performed, city crews will bring the chemicals needed and remove them after their work is completed. This will minimize the amount of chemicals on the site which will reduce the magnitude of a spill, should one occur. It also minimizes the possibility of a spill occurring as a result of vandalism or natural disaster.

Additionally, geotechnical investigations have not revealed the presence of any underground hazardous materials in the construction area.

Potential Impact: Less than significant.

11. Population

The proposed project will not affect population location, distribution or the growth rate of the area. The proposed facilities will be used to support existing development in the area.

Potential Impact: Less than significant.

12. Housing

The proposed project will result in the removal of one house for the construction of the structure which will house the pumps and other mechanical equipment associated with the project. The owner of this house has voluntarily agreed to sell the house to the City and will not have to be relocated. The loss of one house does not constitute a significant impact. The proposed project will not create a demand for additional housing or result in growth inducing impacts.

Potential Impact: Less than significant.

13. Transportation/Circulation

During construction of the storage structure which will occur between July 1995 and March 1996, heavy trucks will access the site by using R Street and local streets leading to the construction site. The truck traffic will consist primarily of dump trucks removing dirt from the site (excavation material) and concrete delivery trucks involved in the construction of the storage structures. Project engineers estimate (Simon Hernandez, Brown and Caldwell, personal communication) that about 38 truck loads of excavation materials will be removed twice a week with 19 truck loads removed each time. In addition, about 16 truck loads of concrete will be delivered twice a week with about eight truck loads involved in each delivery. A precise schedule for the removal of extraction materials and concrete delivery has not been worked out but from the information available, there would be a maximum of 54 truck trips per day traveling through neighborhood streets to the construction site (Note: One trip involves the truck either entering or leaving the construction area. Therefore, a truck delivering concrete to the site would result in two trips). On most working days the amount of truck traffic would be in the range of 16 to 38 truck trips per day. Occasionally, there may be no or very little truck traffic. In addition, there will be a maximum of 10-12 construction workers on the site on any given day generating fewer than 50 trips per day. Any disruption caused by the increased truck or construction worker traffic will be temporary and will occur over a relatively short time span (approximately 4.5 months). This impact is therefore, considered to be less than significant.

City staff intends to keep one lane open on the north side of R Street to allow passage of construction equipment and trucks during working hours and local residential vehicles during non-working hours. It will be necessary to close certain sections of R Street during normal working hours, primarily when utilities are relocated during a two week period. All residents will be able to access their homes and garages from other streets except for two homes whose garages face R Street. Persons using these two garages may have to park their cars on nearby streets. Although this may result in an inconvenience to the homeowners, the impact is less than significant.

Between November 1995 and March 1996, construction activity will primarily consist of installation of the pumps and other mechanical and electrical equipment. Construction related traffic during this period will consist of delivery of mechanical equipment for the pump station and trips generated by a maximum of 5-6 construction workers. Once again, the impact will be less than significant due to the relatively short construction period and the low volume of traffic anticipated with this segment of the project.

Following construction, project related traffic will consist of a City maintenance crew visiting the pump station once or twice a week, in a pickup truck, to check on the security of the facility and perform routine maintenance. Following heavy storms during which the storage facility was used, a City cleanup crew in a larger maintenance truck will visit the facility to clean out the storage structure.

Access to the Regional Transit Light Rail Station at 39th and R Streets will be maintained at all times during construction. Riders will be able to access the station from 39th and 40th Streets at all times. Traffic studies prepared for the 39th Street Light Rail Station indicate that there are approximately 255 to 480 daily station boardings and 50 to 145 peak hour boardings. Regional Transit estimates that the modal split at the 39th Street Station consists of 60 percent walk on, three to five percent driving, 25 percent bus/shuttle, and ten percent drop off/pick up. Since less than 15 percent of the boardings are from people who either drive or are dropped off/picked up and given the volume of peak hour boardings, the potential for congestion conflicts between construction traffic and those driving to or from the Light Rail Station are minimal. Other riders, either walking or biking to the station will not be impeded provided they use 39th or 40th Street for access.

Potential Impact: Less than significant due to the relatively small number of construction vehicles trips associated with the project and the short duration of the project. Additionally, access to the Light Rail Station will not be impeded.

14. Public Services

The proposal will not have an adverse impact on fire, police, schools or park and recreation services. The pump station and storage chambers will be cleaned and maintained by members of the Department of Utility staff but this maintenance work is not unforeseen nor will it require large increases in staff time. Large construction trucks traveling over neighborhood streets may damage local streets. The type of damage may involve cracks, potholes and small undulations. After construction, all damage to local streets should be repaired. Although a large amount of damage must first occur before a significant impact would result, the following mitigation measure is recommended.

14-A. After construction is completed, any construction related damage to local streets shall be repaired.

Potential Impact: With the proposed mitigation measure, the impact will be less than significant.

15. Energy

The proposed facilities or their construction will have no significant effect on the use or demand for energy.

Potential Impact: Less than significant.

16. Utilities

Storm Water

The project is a storm water drainage project. The project is designed to improve the drainage in the area rather than to create an increase in the amount of storm water runoff which is discharged.

Power and Natural Gas

The existing overhead utility power and communication poles and wire/cable along R Street will interfere with construction of the storage facility. Construction plans call for the removal of these utilities between 40th Street and 42nd Street and reinstalled underground as a part of this project. Electric power, telephone and television cable service could be temporarily interrupted for up to two hours. Utility Department staff will give advance notification to affected customers indicating when and the approximate length of time the service will not be available. All of the utilities have been notified and will take part in the design and construction process of this project. Construction and operation of the proposed project will not disrupt existing water, storm drainage, or sanitary sewer service to homes. The project may also require the temporary relocation of a 10

inch refined petroleum product pipeline, which is within the R Street right of way. The pipeline would be temporarily rerouted and then permanently reinstalled within the R Street right of way.

Potential Impact: Less than significant.

17. Human Health

The proposed facilities will have a positive impact, in that they will reduce exposure to outflows of combined wastewater during storm events. In fulfilling this mission, the proposed facilities will not create any health hazards or expose people to potential health hazards. According to Utility Department staff, the residential structure will be examined for asbestos prior to demolition as required by Section 65-019 of the California Labor Code. If any asbestos is located the quantity to be removed will be identified and all laws and regulations which govern its removal will be followed. As indicated earlier, there will be no cleaning or maintenance chemicals stored on site. In addition, the storage structures will be vented to reduce the risk of any gasses forming which could be flammable or explode.

Potential Impact: Less than significant.

18. Aesthetics

The site for the proposed project is along the existing Light Rail line which borders U. S. 50 to the south and an existing residential area to the north. Views to the south from the residential areas are obscured by randomly planted trees and shrubs and by the existing Light Rail and Highway 50 embankments. The proposed project will not result in any obstruction of a scenic view from the residential area. The house to be demolished will be replaced with a pump station which will have the appearance of a house similar to those which exist in the neighborhood. In addition, the existing trees and shrubs which will be removed will be replaced with professionally designed landscaping. An irrigation system, which will ensure the success of the landscaping, will also be installed. The preliminary designs for the pump house and landscaping were presented to residents of the neighborhood at a public meeting held on March 20, 1995. The residents examined the preliminary drawings and provided comments to Utility Department staff regarding the designs which were used to prepare the final designs for the pump house and landscaping. The proposed front elevation of the pump station is shown in Figure 4. The proposed landscaping plan is shown in Figure 5.

Potential Impact: Less than significant as the project will not obstruct scenic views and the design of the pump house will be similar to existing homes in the neighborhood. The proposed landscaping will be professionally designed and will

be maintained by the City. The new landscaping will improve the appearance of this segment of R Street.

19. Recreation

The project will not be constructed on or affect any park lands. The project will not interfere with any recreational activities which exist in the area.

20. Cultural Resources

The area in which the construction activities will occur is outside of the "primary cultural resources impact area" as described by the text of General Plan and Exhibit 15 of the General Plan EIR. Primary impact areas are the areas, within the City of Sacramento, where the likelihood of the presence of cultural resources is the greatest. Additionally, the proposed construction site is adjacent to the Light Rail alignment. Field studies conducted for the EIS for the Sacramento Light Rail Starter Line did not identify any archaeological resources within the Light Rail alignment. In addition, it was determined that there are no sites near the line which are listed in, or eligible for listing in the National Register of Historic Places.

Although the actual construction site of this project has not been examined it can be reasonably inferred that the likelihood of cultural resources to be located at the site is minimal. However, City staff and construction managers must aware that there is a remote possibility that cultural resources may be present. Therefore, the following mitigation measure is recommended:

20-A. If subsurface archeological or historical remains (including unusual amounts of bones, stones, or shells) are discovered during construction, work in the area shall stop immediately and a qualified archaeologist and a representative of the Native American Heritage Commission shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant level before construction continues.

20-B. A notation shall be placed on the construction plans which identifies mitigation measure 20-A.

Potential Impact: With the proposed mitigation measure, the impact will be less than significant.

FINDINGS REGARDING FLOOD-RELATED IMPACTS

1. The project CIP# XM-01 (the "Project"), is located in the area of the City determined to have less than 100-year flood protection. Implementation of the Project will therefore expose people and property to the risk of injury and damage in the event of a 100-year or lesser flood. These risks are considered significant adverse impacts under CEQA.
2. The City Council has evaluated these impacts in the Environmental Impact Report (EIR) prepared in connection with the Land Use Planning Policy Within the 100-Year Floodplain (M89-054) adopted by the Council on February 6, 1990. The EIR is available through the Department of Planning and Development, 1231 I Street, Room 300, Sacramento, California. This document serves as a program EIR addressing the flood-related risks to people and property created by new development in the 100-year floodplain in the City.
3. The flood-related risks created by the Project fall within the scope of the program EIR. Accordingly, the findings adopted by the Council in connection with its certification of the program EIR and its adoption of the Policy are applicable to and are hereby adopted in connection with the Project. These findings are set forth in the Findings of Fact/Statement of Overriding Considerations for the Land Use Planning Policy Within the 100-Year Floodplain in the City of Sacramento ("Findings"). This document is appended to the program EIR available through the Department of Planning and Development.

California Department of Fish and Game

CERTIFICATE OF FEE EXEMPTION

De Minimis Impact Finding

Project Title/Location (Include county)

XM01, 42nd Street Drainage Area Improvement Project

54 acre area bounded by 39th Street on the west, 42nd Street on the east, Highway 50 on the south, and Folsom Boulevard on the north.

Sacramento, California, Sacramento County

Project Description

The City of Sacramento, Utilities Department proposes to construct above and below ground drainage facilities to reduce local flooding in the 42nd Street drainage area.

Findings of Exemption (Attach as Necessary):

- A. An initial study was conducted by the Environmental Coordinator in order to evaluate the potential for adverse environmental impact;
- B. There is no evidence before the City to indicate that the proposed project will have any potential for adverse effect on wildlife resources.

Certification:

I hereby certify that the public agency has made the above finding and that the project will not individually or cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the Fish and Game Code.

By: Haley K. Smith
Environmental Services Manager
of the City of Sacramento,
California, a municipal
corporation

Date: 4/5/95

Section 711.4, Fish and Game Code

A copy of this document may be reviewed/obtained at the City of Sacramento, Department of Planning and Development, Environmental Services Division, 1231 I Street, Room 301, Sacramento, California, 95814.