



REPORT TO COUNCIL City of Sacramento

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CONSENT
April 4, 2006

Honorable Mayor and
Members of the City Council

Subject: Executive Airport Ditch Culvert Project (PN: WM46): Approval Of The Project, Ratify The Mitigated Negative Declaration And Adopt The Mitigation Reporting Plan.

Location/Council District: The Executive Airport Ditch is located in Council District 5. (see attached map).

Recommendation:

Staff recommends that the City Council:

- Approve the project and direct staff to proceed with final design and preparation of construction documents.
- Ratify the Mitigated Negative Declaration and adopt the Mitigation Reporting Plan for the project.

Contact: Dave Brent, Engineering Services Manager, 808-1420
Andy Hunt, Supervising Engineer, 808-1408

Presenters: N/A

Department: Utilities

Division: Engineering Services

Organization No: 3332

Summary:

The project has been designed to culvert the existing ditch located along the southern boundary of Executive Airport and the northern boundary of Bing Maloney Golf Course. The ditch as it currently exists is located in the Runway Safety Area (RSA) and poses a safety threat to pilots.

The 60% plans and specifications have been completed. A Negative Declaration and Mitigation Reporting Program have been prepared for this project.

This report recommends approving the 60% plans, and directing staff to proceed with final design and preparation of construction documents, and ratification of the Negative Declaration and adoption of the Mitigation Reporting Program.

Committee/Commission Action: None.

Background Information:

The City of Sacramento owns the Executive Airport property (APN 035-0010-050) and leases it to the Sacramento County Airport System (SCAS). The Executive Airport Ditch is located on the leased property. The City is obligated to maintain the ditch.

The proposed project is needed to remove hazards to airport safety caused by the Executive Airport Ditch. The first hazard is the presence of an open ditch in the Runway Safety Area which poses a risk to aircraft, pilots, and passengers in the event of an undershoot, overshoot, or excursion from the runway. The second hazard is the presence of an open storm drain facility that is a Hazardous Wildlife Attractant that increases the risk of bird strikes to airplanes during take off and landing.

The U.S. Department of Transportation Federal Aviation Administration (FAA) is the federal regulatory agency and the California Department of Transportation Division of Aeronautics (Caltrans) is the State regulatory agency of airport operations. The Executive Airport is a certificated airport under Code of Federal Regulations (CFR) Title 14 Part 139, *Certification of Airports*. Certificated airports are required to conform to the standards contained in FAA Advisory Circulars (AC). The SCAS is obligated to comply with the AC's in order for the Executive Airport to maintain its certification. The proposed project is needed to comply with AC 150/5300-13 *Airport Design* and AC 150/5200-33A *Hazardous Wildlife Attractants On or Near Airports*.

The Executive Airport Ditch is located in the RSA of Runway 2/20. Caltrans notified SCAS in 2002, 2003, and 2005 that the ditch is a hazard in the RSA that needs to be removed. The FAA notified SCAS in 2005 that the continued hazard in the RSA is jeopardizing funding of airport improvement plan funding.

Financial Considerations:

The Federal Aviation Administration (FAA) will make funding for this project available through grants the City has applied for as part of the Airport Improvement Program. Design work completed to date has been funded by the Drainage Fund Capital Improvement Program, Executive Airport Ditch Culvert Project (PN: WM46).

Environmental Considerations:

The City of Sacramento, Environmental Planning Services has determined that the Executive Airport Ditch Culvert Project, as proposed, will not have a significant impact to the environment; therefore a Mitigated Negative Declaration has been prepared. In compliance with Section 15070(B)1 of the California Environmental Quality Act (CEQA) Guidelines, the City has incorporated mandatory mitigation measures into the project

plans to avoid identified impacts or to mitigate such impacts to a point where clearly no significant impacts will occur. These mitigation measures are included in the attached Mitigation Reporting Plan and address impacts to Biological Resources, Hazards, and Cultural Resources.


The Mitigated Negative Declaration was distributed through the State Clearinghouse (SCH# 2005012089) and available for Public Review during the period of January 21, 2005 through February 22, 2005. No public comment letters regarding the project were received. Staff recommends that the City Council ratify the Mitigated Negative Declaration and adopt the Mitigated Reporting Plan for the Executive Airport Ditch Culvert Project.

Policy Considerations:

The actions requested, herein, are consistent with Sacramento City Code, Title 3. This report is consistent with the City of Sacramento Strategic Plan goal for enhancing and preserving the neighborhoods and supporting the economic vitality of the area.

Emerging Small Business Development (ESBD):

Contract bidding and award for this project will include participation goals of 20% for emerging and small business enterprises as required by Ordinance 99-007 and Resolution 99-055, relating to ESBD participation goals and policies, adopted by the City Council on February 9, 1999.

Respectfully Submitted by: 
David L. Brent
Engineering Manager

Approved by: 
Gary A. Reents
Director of Utilities

Recommendation Approved:

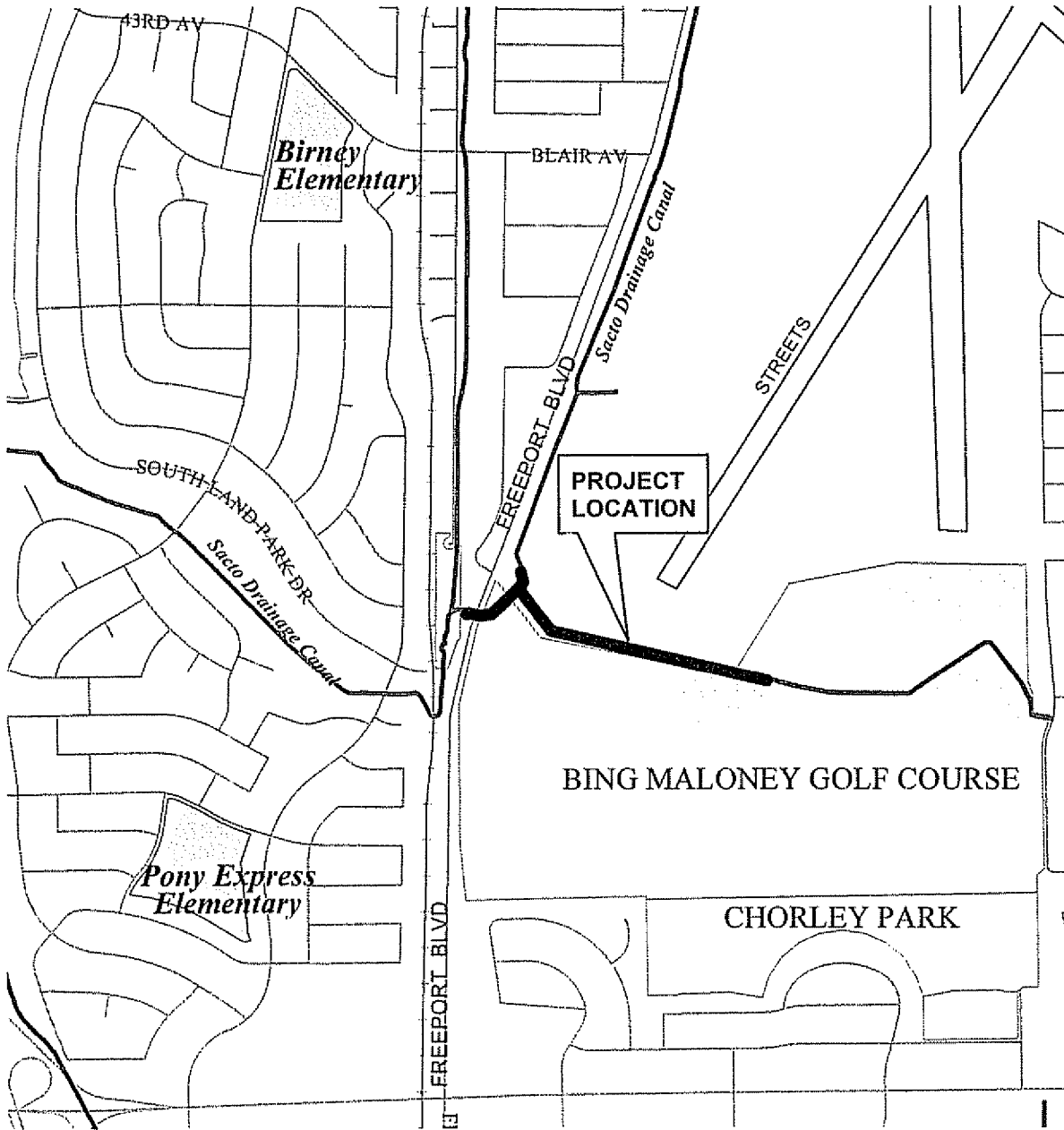

RAY KERRIDGE
City Manager

Table of Contents:

Pg 1-3	Report
Pg 4	Attachment 1
Pg 5-11	Attachment 2
Pg 12-13	Resolution

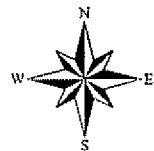
Attachment 1

Location Map for AIRPORT DITCH LINING (PN:WM46)



Map Prepared By
City of Sacramento
Department of Utilities

File: R:\ISDKPRO\JWM46\MAPS\WM46 AIRPORT DITCH VC_MAP.MXD



**Executive Airport Ditch Project (#WM46)
Mitigation Reporting Plan**

In January 1989, Assembly Bill 3180 went into effect requiring the City to monitor all mitigation measures applicable to this project and included in the Negative Declaration. For this project, mitigation reporting will be performed by the City of Sacramento Department of Utilities, in accordance with the monitoring and reporting program developed by the City to implement AB 3180.

This Mitigation Reporting Plan is being prepared by the Development Services Department, Environmental Planning Services, 2101 Arena Boulevard, Suite 200, Sacramento, CA 95834, (916) 808-5842, pursuant to the California Environmental Quality Guidelines, Section 21081.

The Department of Utilities will submit its completed Reporting Plan to the Environmental Planning Services for inclusion in the annual report to the City Council.

Project Number: CIP # WM466

Project Name: Executive Airport Ditch Project

Project Location: The project is located between Executive Airport and Bing Maloney Golf Course off of Freeport Boulevard in the Airport Meadowview Community Plan area of the City of Sacramento (APNs: 035-0010-050 and 035-0010-052).

Project Description: The project consists of locating 1,700 contiguous linear feet of a channelized, natural-bottomed, tributary to the Sacramento River, designated Executive Airport Ditch in a pre-cast, reinforced, concrete box culvert. The box culvert would be sized to accommodate storm water flows and periodic maintenance. The City Engineer estimates that the dimension of the culvert could range in size from eight feet wide by four feet tall up to twelve feet wide by six feet tall. The culvert will extend from the bridge at the Bing Maloney clubhouse to the point where the ditch (running east and west) intersects with the section running north and south. The 150-linear foot long segment that runs north to south between the Executive Airport access road and the Bing Maloney access road would be lined with concrete.

The ditch will be dewatered to install the culvert. The City will temporarily stop water flow at Sump 22. When Sump 22 is shut down, water in the trunk main will surcharge back to manhole 308/RR14. The surcharge water will then be directed through an existing, smaller diameter pipe under the Bing Maloney Golf Course to Sump No. 24. Construction will begin in the early summer when flows are at their lowest. After the box culvert is installed, dirt will be back filled over the culvert to match the grade of Runway 2/20. The City will require the contractor to document that the fill used is clean fill.

**MITIGATION REPORTING PROGRAM CHECKLIST FOR THE EXECUTIVE AIRPORT DITCH PROJECT
(CIP # WM46)**

Mitigation Measure	Reporting Milestone	Reporting/Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
Remarks				
BIOLOGICAL RESOURCES				
<u>Northwestern Pond Turtle</u> BR-1. Twenty-four hours prior to construction activities in the dewatered ditch, a qualified biologist will conduct a pre-construction survey for northwestern pond turtle.	Prior to Construction	Department of Utilities and Contractor		
BR-2. If no northwestern pond turtles are found then no further action is necessary. If northwestern pond turtles are found, the turtles will be relocated to a portion of the ditch outside of the project area.	Prior to Construction	Department of Utilities and Contractor		
BR-3. Best Management Practices (BMPS) shall be implemented during construction activities to minimize the potential for siltation and downstream sedimentation.	During Construction	Department of Utilities and Contractor		
<u>Giant Garter Snake</u> BR-4. Construction in areas containing potential giant garter snake habitat shall only occur during the snakes active period (May 1 to October 1). If construction occurs between October 2 and April 300, the	Prior to Construction	Department of Utilities and Contractor		

<p>USFWS Sacramento office shall be contacted to verify that the project would not likely adversely affect giant garter snake.</p> <p>BR-5. Twenty-four hours prior to construction activities, the project area shall be surveyed for giant garter snakes. If a lapse in construction activity of two weeks or greater occurs, the survey of the project area shall be repeated.</p>	<p>Prior to Construction</p>	<p>Department of Utilities and Contractor</p>		
<p>BR-6. A qualified biological monitor shall be present during construction activities within potentially suitable habitat. If a snake is encountered during construction, activities shall cease until appropriate corrective measures have been completed or it has been determined that the snake will not be harmed. All sightings and any incidental take shall be reported to the USFWS immediately by telephone.</p>	<p>During Construction</p>	<p>Department of Utilities and Contractor</p>		
<p>BR-7. Any dewatered habitat shall remain dry for at least 15 consecutive days after April 15, and prior to excavating or filling of the dewatered habitat.</p>	<p>Prior to and during construction</p>	<p>Department of Utilities and Contractor</p>		
<p>BR-8. Following completion of construction activities, all temporary fill and construction debris shall be removed from the project and disturbed areas restored to pre-project conditions. Commercially available seed mixes containing native grasses and herbs shall be used during this process.</p>	<p>During and post construction</p>	<p>Department of Utilities and Contractor</p>		

<p>BR-9. A pre-construction survey shall be conducted two weeks prior to construction. If burrowing owls have established nests in or near the project area, the City will adhere to the CA Department of Fish and Game (DFG) burrowing owl mitigation guidelines (17 October 1995). These measures include:</p> <ul style="list-style-type: none"> • Establish a 164 ft (50 m) construction/ burrow buffer with exclusion fencing to prevent direct disturbance to existing or occupied and/or potentially occupied burrows. • If project construction cannot avoid the 164 ft (50 m) construction/ burrow buffer, DFG will be contacted and the owl mitigation guidelines will be implemented as necessary and approved by DFG. 	<p>Prior to Construction</p>	<p>Department of Utilities and Contractor</p>	
<p>BR-10. No storage of materials or parking of vehicles may occur within the drip line of trees in the project area, except on paved streets.</p>	<p>During construction</p>	<p>Department of Utilities and Contractor</p>	
<p>BR-11. If during trenching, tree roots 2-inches in diameter or greater are encountered, work shall stop immediately and the Contractor shall hire a certified arborist to conduct a root inspection. The root shall not be cut unless the arborist approves. Roots approved by the arborist to be severed during the course of the project construction shall be neatly trimmed. If a large number of roots require cutting, the tree will than have to be evaluated by the</p>	<p>During construction</p>	<p>Department of Utilities and Contractor</p>	

<p>certified arborist for possible removal.</p> <p>BR-12. If construction activities will affect any of the limbs of the trees, the certified arborist shall be consulted prior to the cutting or removal of any limb. Limbs approved by the certified arborist to be severed during the course of the project construction shall be neatly trimmed.</p> <p>BR-13. The Contractor shall be responsible for damage to trees. Trees damaged by the Contractor during construction activities shall be assessed by a certified arborist using the International Society of Arborists (ISA) appraisal guide. The Contractor's responsibility for damaged trees will be determined by the certified arborist and submitted to the City for review.</p>	<p>During construction</p> <p>During construction</p>	<p>Department of Utilities and Contractor</p> <p>Department of Utilities and Contractor</p>		
<p>BR-14. A plan shall be developed to demonstrate how the project has been designed to minimize impacts to jurisdictional waters.</p>	<p>Prior to construction</p>	<p>Department of Utilities and Contractor</p>		
<p>BR-15. The plan may include the creation and/or improvement of waters on or off site, subject to approval by the ACOE.</p>	<p>Prior to construction</p>	<p>Department of Utilities and Contractor</p>		
<p>BR-16. The plan may include the purchase of compensatory mitigation credits at an ACOE approved mitigation bank.</p>	<p>Prior to construction</p>	<p>Department of Utilities and Contractor</p>		
<p>BR-17. The plan may include a combination of wetland creation and/or improvement and mitigation credits purchased at an ACOE approved mitigation bank.</p>	<p>Prior to construction</p>	<p>Department of Utilities and Contractor</p>		

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HAZARDS

<p>H-1. If contaminated soil and/or groundwater is encountered or if suspected contamination is encountered during project construction, work shall be halted in the area, and the type and extent of the contamination shall be identified. A qualified professional, in consultation with the appropriate federal state, and/or local regulatory agencies shall then develop an appropriate method to remediate the contamination.</p>	<p>During Construction</p>	<p>Department of Utilities and Contractor</p>				
<p>H-2. Strict on-site handling rules shall be implemented to minimize spills and keep potentially contaminated materials out of the drainage waterways.</p>	<p>During Construction</p>	<p>Department of Utilities and Contractor</p>				
<p>H-3. Wastes and petroleum products used during construction shall be collected and removed from the project site in accordance with the Resource Conservation and Recovery Act regulations and Fed/OSHA standards.</p>	<p>During Construction</p>	<p>Department of Utilities and Contractor</p>				
<p>H-4. A spill prevention plan shall be implemented to maintain the safety of the drainage waterways.</p>	<p>During Construction</p>	<p>Department of Utilities and Contractor</p>				

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CULTURAL RESOURCES

<p>CR-1. If subsurface archaeological or historical remains 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.</p>	<p>During construction</p>	<p>Department of Utilities and Contractor</p>			
<p>CR-2. If human burials are encountered, all work in the area shall stop immediately and the Sacramento County Coroner's office shall be notified immediately. If the remains are determined to be Native American in origin, both the Native American Heritage Commission and any identified descendants must be notified and recommendations for treatment solicited (CEQA Section 15064.5); Health and Safety Code Section 7050.5; Public Resources Code Section 5097.94 and 5097.98.</p>	<p>During Construction</p>	<p>Department of Utilities and Contractor</p>			

RESOLUTION NO.

Adopted by the Sacramento City Council

EXECUTIVE AIRPORT DITCH CULVERT PROJECT (PN: WM46) - APPROVE THE PROJECT AND DIRECT STAFF TO PROCEED WITH FINAL DESIGN AND PREPARATION OF CONSTRUCTION DOCUMENTS, APPROVE THE NEGATIVE DECLARATION, AND ADOPT THE MITIGATION REPORTING PROGRAM.

BACKGROUND

- A. The project consists of placing 1,800 linear feet of open ditch within a reinforced concrete box culvert and backfilling the ditch to match the elevation of the airport's runway.
- B. The proposed project is needed to remove hazards to airport safety caused by the Executive Airport Ditch and to conform to the standards contained in FAA Advisory Circulars.
- C. The City of Sacramento has prepared an Initial Study and Mitigated Negative Declaration for the project;
- D. The Initial Study and Mitigated Negative Declaration have been circulated for public review and comment pursuant to the California Environmental Quality Act (CEQA);
- E. On the basis of the whole record before it, the City has determined that there is no substantial evidence that the project, with mitigation measures as identified in the Initial Study, will have a significant effect on the environment;
- F. This Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis;
- G. In accordance with Section 21081.6 of the California Public Resources Code, the City of Sacramento requires that a Mitigation Reporting Plan be developed for implementing mitigation measures as identified in the Initial Study for the project: and;
- H. The Environmental Manager has prepared a Mitigation Reporting Plan for ensuring compliance and implementation of the mitigation measures as prescribed in the Initial Study for the project.

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

- Section 1. The Executive Airport Ditch Culvert Project (PN: WM46) is approved and staff is directed to proceed with final design and preparation of construction documents.
- Section 2. The Mitigated Negative Declaration is approved, finding on the basis of the Initial Study that there is no substantial evidence that the project may have a significant effect on the environment.
- Section 3. The Mitigation Reporting Program is adopted.