

State Route 32 at Kennedy Avenue



Final Initial Study

03-BUT-32 KP 9.11/10.03

(PM 5.66/6.23)

EA 4A4400

SEPTEMBER 2003



General Information About This Document

What's in this document?

This document is an Initial Study (IS), which examined the potential environmental impacts of alternatives for the proposed project located in Butte County, California. The document describes why the project was proposed, alternative methods for constructing the project, the existing environment that could be affected by the project, and potential impacts from each of the alternatives.

On July 31, 2003, Caltrans distributed the draft IS to the public for a 30-day review period. All comments on the draft IS are presented in this final IS. Revisions are indicated with a line in the outside margin of the page, new text is underlined, and deleted text is shown with a strikethrough.

On September 30, 2003, Caltrans adopted a Negative Declaration, determining through this study that the proposed project would not have a significant affect on the environment. On October 1, 2003, this document was filed with the State Clearinghouse, making it available for public inspection for a period of 30 days.

03-BUT-32-KP 9.11/10.03
(PM 5.66/6.23)
EA 03-4A4400

State Route 32 at Kennedy Avenue

INITIAL STUDY

Submitted Pursuant to: Division 13, Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation

7-28-03
Date of Approval

for Jonathan Oldham, Acting Chief
North Region Environmental Services
California Department of Transportation

Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

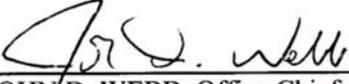
The California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) propose to construct a 3.6-meter (m) (12 ft) two-way left turn lane (TWLTL) and 2.4-m (8 ft) shoulders on State Route (SR) 32 in Butte County from just west of East Avenue through Kennedy Avenue to match an existing TWLTL west of Kennedy Avenue.

Determination

Caltrans has prepared an Initial Study, and determines from this study that the proposed project would not have a significant affect on the environment for the following reasons:

The project will not impact Federal Emergency Management Agency (FEMA) designated floodplains, recreational areas, sensitive plant/animal species, wildlife or mineral resources. No change will occur in local and regional air quality, traffic, population, or planned use. Seismic and soil related hazards will not increase. There are no designated historic properties or other cultural resources within the project limits.

Potential impacts to hazardous material and water quality will be less than significant. Impacts to visual resources, noise and community resources will be less than significant. Avoidance and Minimization Measures, Best Management Practices (BMPs) and Special Provisions will be implemented to avoid and reduce impacts.



JOHN D. WEBB, Office Chief
North Region Environmental Services
California Department of Transportation

9-30-03
Date

Summary

On July 30, 2003, the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) distributed the draft Initial Study (IS) for the State Route (SR) 32 at Kennedy Avenue project. The draft IS was available for review from July 31, 2003 until August 29, 2003. All comments and responses to comments to the draft IS are presented in Chapter 3 of this final IS.

Final selection of a preferred alternative was not made until after the full evaluation of environmental impacts, full consideration of public comments, and at the time of approval of the final environmental document. Caltrans reviewed and considered individual comments regarding the relocation of one residence within the project area. As a result, the Project Development Team made revisions to the project design to avoid relocation of the property at 2260 Kennedy Avenue. A down-scoped version of Alternative 1 was selected as the preferred alternative. The alternative is described in the next paragraph below. The alternative is down-scoped in that it will no longer include realignment of Kennedy Avenue and relocation of one property owner. Alternative 4, no-build alternative, did not accomplish the purpose and need of the project and was not selected as the preferred alternative.

The California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) propose to construct a 3.6-meter (m) (12 ft) two-way left turn lane (TWLTL) and 2.4-m (8 ft) shoulders on State Route (SR) 32 in Butte County from just west of East Avenue through Kennedy Avenue to match an existing TWLTL west of Kennedy Avenue. The purpose of this project is to improve traffic safety.

This project has five alternatives. Alternative 1, as described above, is the preferred alternative. Alternative 1a proposes to realign Kennedy Avenue just west of the Alternative 1 alignment. This alternative would require additional construction and right of way costs and was therefore rejected. Alternative 2 proposes to widen SR 32 to the north of SR 32 and to leave Kennedy Avenue in its current skewed configuration. This alternative would impact a number of businesses along westbound SR 32 and the potential right-of-way costs would be significantly higher. This alternative was rejected, because of the additional right-of-way costs. Alternative 3 includes construction of curb, gutter, and sidewalk on both sides of SR 32 which would increase project costs and disqualify the project as a safety project. For this reason, Alternative 3 was rejected. Alternative 4 is the “No-Build”

alternative and does not meet the purpose and need of the project and was therefore also rejected. The project development team determined that Alternative 1 provided the greatest benefit for improving the safety of the area with the least amount of impacts to businesses and residences.

This project has the potential to impact hazardous material and water quality. The project will also impact visual resources, noise and community resources. The impacts to these resources are less than significant. Caltrans Best Management Practices and Standard Provisions will be implemented to avoid and reduce any possible impacts.

This project will require a National Pollutant Discharge Elimination System (NPDES) General Permit. Temporary Construction Easements may be needed for utility relocation. This project is State and federally funded.

The draft Initial Study was made available to the public and state agencies for review and comments for 30 days. At the completion of the circulation period, comments are responded to in Chapter 3, "Public Review and Comments." Revisions made to the draft Initial Study are indicated with a line in the right margin of the page. New text is underlined and deleted text is shown with a strikethrough.

On the basis of this Initial Study, the appropriate environmental document for this project is a *Negative Declaration* pursuant to the California Environmental Quality Act (CEQA). A *Categorical Exclusion* was prepared pursuant to the National Environmental Policy Act (NEPA). The project will not have a significant affect on the environment.

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Chapter 1 Proposed Project

1.1 Project Description

The California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) propose to construct a 3.6-meter (m) (12 ft) two-way left turn lane (TWLTL) and 2.4-m (8 ft) shoulders on State Route (SR) 32 in Butte County from just west of East Avenue through Kennedy Avenue to match an existing TWLTL west of Kennedy Avenue (See figures 1 & 2 and Appendix C for project mapping). It is planned for the northern leg of Kennedy Avenue to be closed off with a cul-de-sac by Butte County prior to construction of this project. This project will be funded from the Minor SHOPP (State Highway Operation and Protection Program) under the Safety Improvements (010) program. Construction is currently planned for 2005 and will take approximately 3 months.

SR 32 through the project area is a two-lane conventional highway with shoulders of varying width. The posted speed limit is approximately 72 kilometers per hour (45 miles per hour). The terrain through the project area is flat and the roadway is tangent through the project area. Businesses and residences are adjacent to SR 32.

Driveways along Kennedy Avenue will be reconstructed to connect to the new highway section. Various utility owners potentially could be required to relocate a number of their facilities. Right-of-way easements may be necessary for utility relocation.

1.2 Purpose and Need

This project was identified through a Traffic Safety Investigation and programmed as a 010 project through Highway Safety Improvement Program (HSIP) guidelines. A minimum Traffic Safety Index (TSI) of 200 is required to fund a project through the HSIP. The ultimate goal of the HSIP is to reduce the number and severity of accidents on State highways by implementing safety improvements to existing roadways. This project has a calculated safety index of over 200, which qualifies it as a safety project under the HSIP Guidelines.

There have been a number of collisions throughout the project area, which are susceptible to correction by the addition of a two-way left two lane (TWLTL) and

2.4-m (8 ft) shoulders. The majority of these collisions have involved drivers attempting to either turn into or turn out of Kennedy Avenue and the private and/or commercial driveways along SR 32. Two types of collision patterns have been observed. The first are rear-end collisions along SR 32 and the second are broadside collisions where drivers are attempting to turn onto SR 32 from driveways and side streets.

Providing a TWLTL should reduce the number of collisions, as drivers will have a dedicated lane to make their turning movements from SR 32 while the remainder of the SR 32 through traffic continues unimpeded. Widening the shoulders to 2.4-m (8 ft) will provide drivers with additional paved roadway surface to conduct avoidance maneuvers and will also provide sufficient width for most drivers to pull completely off the traveled way.

1.3 Project Alternatives

Final selection of a preferred alternative was not made until after the full evaluation of environmental impacts, full consideration of public comments, and at the time of approval of the final environmental document. A down-scoped version of Alternative 1 was selected as the preferred alternative. The alternative is as described in the next paragraph below. The alternative is down-scoped in that it will no longer include realignment of Kennedy Avenue. Alternative 4, no-build alternative, did not accomplish the purpose and need of the project and was not selected as the preferred alternative.

Proposed Project-Alternative 1

The proposed project will construct a 3.6-m (12 ft) TWLTL and widen the shoulders to 2.4-m (8 ft). Widening will be done about the existing centerline. Utilities may need to be relocated and easements may be required for the utility relocations and to reconfigure driveways. This is the preferred alternative.

There is the possibility that Butte County will underground all utilities between East Avenue and Kennedy Avenue, as part of a local Underground District. The Butte County project is a separate project and will require environmental clearance by the County.

1.3.1 Alternatives Considered But Withdrawn

Alternative 1a

This alternative proposed realigning Kennedy Avenue just west of the Alternative 1 alignment which would require the acquisition of part of a business property. This alternative would entail additional construction to potentially realign the southwest bound Kennedy Avenue traffic, which would be cut off from more direct access to SR 32. This coupled with additional right-of-way costs led to rejection of this alternative.

Alternative 2

Widening will be done about the centerline, except through the Kennedy intersection, where all widening will be shifted to the north of SR 32. Kennedy Avenue would be left in its current skewed configuration. This alternative would impact a number of businesses along westbound SR 32 and the potential right-of-way costs would be significantly higher. This alternative was rejected because of the additional right-of-way costs.

Alternative 3

This alternative included construction of curb, gutter, and sidewalk on both sides of SR 32. The installation of curb, gutter and sidewalk would require either the construction of a storm drain system or the installation of individual leach trench systems.

Both the storm drain system and installation of individual leach trench systems would have involved considerable easement, long-term maintenance, and construction costs. The scope of this project is limited to addressing safety concerns. Both of these options would increase project cost and therefore not meet the required safety index, and consequently disqualify the project as a safety project. The project would then have to go into competition for funds as an operational project and at the minimum, this would delay project delivery. For this reason, this alternative was rejected.

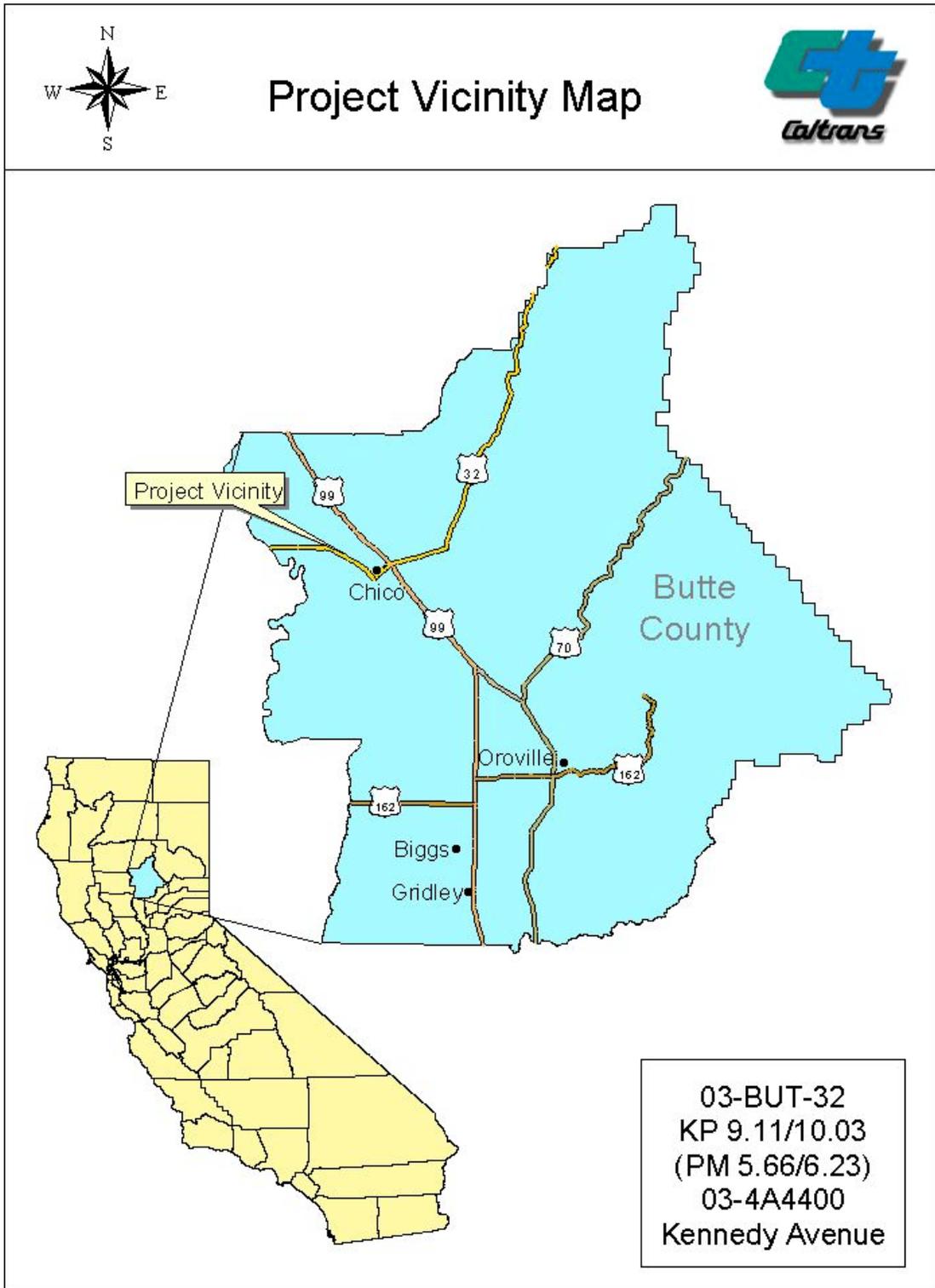
Alternative 4 - "No-Build"

Under CEQA, environmental review must consider the effects of not implementing the proposed project. Under the no-build alternative the existing roadway configuration would remain in place. Although this alternative would not result in any environmental impacts, it would not achieve the basic purpose and need of the proposed project, which is to improve safety.

1.4 Permits and Approvals Needed

This project will require a National Pollutant Discharge Elimination System (NPDES) General Permit. No other permits are needed. Concurrence that no historic properties will be affected by the proposed project has been obtained from the State Historic Preservation Officer (SHPO) and the Federal Highway Administration (FHWA). A *Categorical Exclusion* has been prepared pursuant to the National Environmental Policy Act.

Figure 1 Project Vicinity Map



Chapter 2 Environmental Impacts

This chapter combines a discussion of the environment in which the proposed project is to be built, potential effects of the proposed project alternatives on that environment, and measures proposed to minimize potential impacts. The environmental impacts presented in this IS are based on technical studies conducted on the basis of the original scope of Alternative 1 of the project, which included realignment of Kennedy Avenue. Since realigning Kennedy Avenue was eliminated from the scope of Alternative 1, any potential impacts listed in this section may be less than originally discussed in the draft IS.

2.1 Human Environment

2.1.1 Land Use and Growth

The project area consists of commercial businesses and residences. The impacts to current land use are less than significant. There will be no impacts to the coastal zone, wild and scenic rivers or parks and recreation. This is a safety improvement project and no growth inducing impacts are anticipated.

2.1.2 Farmlands/Agricultural Lands

There is farmland within the project area; however, the proposed project will not convert any farmland to non-agricultural use.

2.1.3 Community Impacts

This project may require acquisition of right of way easements for possible utility relocation. Impacts to community character are considered less than significant. Several alternatives were considered during project development (as discussed in Section 1.3). However, the project development team determined that the proposed project as designed provided the greatest benefit for improving the safety of the area with the least amount of impacts to businesses and residences.

During construction, access to businesses and residences may be limited for short intermittent periods of time while portions of the shoulder are rebuilt, driveways are reconfigured and during repavement. It is anticipated that lane and shoulder closures will be allowed during weekdays but may be restricted during peak commute hours

and on the weekend. It is recommended that one-way traffic control using flaggers be used. Construction should last approximately 2-3 months.

2.1.4 Utilities/Emergency Services

The proposed project may include the relocation of some existing utility poles. The exact location of the utility pole relocation is not known at this time, however it is anticipated that the poles will need to move approximately 2-5 ft away from the highway. Relocating utilities may require the removal and or trimming of trees and vegetation, and relocation of property fences to provide clearance for the power lines. Right-of-way easements may be necessary for utility relocation. Impacts due to utility relocation are considered less than significant.

2.1.5 Visual/Aesthetics

Viewers of this project will be the users of SR 32, business patrons and employees and residents in the area. There are several large mature trees on this section of SR 32. The trees serve as a buffer between the businesses and residences and the highway. SR 32 is not a Scenic Route, however the trees enhance the visual quality of the area. Construction of this project will require the removal of trees and vegetation to accommodate widening for the TWLTL and will have a moderate visual impact.

2.1.6 Cultural Resources

A Historic Property Survey Report (HPSR) was prepared by Caltrans in order to comply with Section 106 of the National Historic Preservation Act. The HPSR summarizes studies conducted in the Historic Architectural Survey Report (HASR) and the Negative Archaeological Survey Report (ASR). The properties located within the project's Area of Potential Effects (APE) were evaluated for historical significance. Seven structures were built prior to 1957 and were evaluated by a qualified architectural historian, with the determination that none of the properties appear eligible for the National Register of Historic Places (NRHP). No archaeological sites were identified within the APE. The Federal Highway Administration and the State Historic Preservation Officer concurred with Caltrans determination that no historic properties will be affected by the proposed project. There are no impacts to cultural resources expected.

2.1.6.1 Avoidance and Minimization Measures

In the event that buried archeological materials are encountered during construction, it is Caltrans' policy that work temporarily cease in the area of the find until a qualified archaeologist can evaluate the nature and significance of the materials and consult with the State Historic Preservation Office (SHPO) about disposition of the materials (*Environmental Handbook*, Vol.2, Chapter1). If human remains are discovered or recognized during construction, there shall be no further excavation or disturbance of the site, or any nearby area reasonably suspected to overlie adjacent remains, until the appropriate county coroner has determined that the remains are not subject to provisions of Section 27491 of the Government Code. If the coroner determines the remains to be Native American, he shall contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC will appoint a Most Likely Descendent for disposition of the remains (Health and Safety Code Sect. 7050.5, Public Resources Code Sect. 5097.24).

2.2 Physical Environment

2.2.1 Hydrology and Floodplain

In order to determine impacts to floodplains, Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) number 06007C0485 (June 8, 1998) was reviewed. The map indicated that this project area is within an area “determined to be outside the 500-year floodplain.” This project will have no impacts to floodplains.

2.2.2 Water Quality and Storm Water Run-off

During construction there is the possibility that water quality will be impacted. Impacts to water quality will be less than significant.

2.2.2.1 Avoidance and Minimization Measures

The contractor shall implement storm water controls as specified in Section 7-1.01 G of the Caltrans Standard Specifications Handbook. Furthermore, the contractor must prepare a Water Pollution Control Program (WPCP). The WPCP must identify Best Management Practices (BMPs) that shall be implemented during construction to minimize or reduce the potential for pollutant storm-water and non storm-water discharges. The BMPs identified and subsequently implemented shall comply with the requirements in the Caltrans Construction Site Best Management Practices

manual. If the project will disturb 1 acre or more of soil, or if Caltrans determines that the project poses a significant water quality risk, then the contractor must prepare a Storm Water Pollution Prevention Plan (SWPPP).

2.2.3 Hazardous Waste/Materials

An Initial Site Assessment (ISA) was prepared to determine if hazardous waste exists within the project area. The ISA found that the potential for hazardous waste exists with respect to the following:

- Lead-contaminated soil may exist within Caltrans' right of way. The areas of primary concern are soils along routes with historically high vehicle emissions due to large traffic volumes, congestion or stop and go situations. Most Aerially Deposited Lead (ADL) due to vehicle emissions was deposited prior to 1986 when nearly all lead was removed from gasoline in California. A Preliminary Site Investigation (PSI) will need to be performed to determine the level of ADL. Depending on test results, disturbed soil on the project may have to be managed as hazardous waste. If found to be hazardous, Special Provisions will be included in the contract for handling ADL.
- Yellow traffic markings potentially contain hazardous levels of lead chromate. If any yellow traffic markings are going to be removed separate from the adjacent pavement, the levels of lead and chromium need to be determined. Special Provisions will be included in the contract for handling the yellow traffic markings if appropriate.
- Hydrocarbon contaminated soils may be encountered during the installation of the utility poles. The soil at each pole location must be sampled to determine if contamination exists.

Impacts due to hazardous waste will be less than significant.

2.2.3.1 Avoidance and Minimization Measures

During construction, Special Provisions will be included in the contract and Caltrans Best Management Practices will be followed to avoid any possible impacts from hazardous waste.

2.2.4 Air Quality

This project is located in an attainment area for all Federal criteria air pollutants and is therefore exempt from a regional conformity analysis. A local carbon monoxide analysis is required for projects that are likely to worsen air quality. This project passes the criteria outlined in the “Transportation Project-Level Carbon Monoxide Protocol” and no further analysis is required. This project will not have any permanent air quality impacts.

Construction of the project will result in the generation of suspended particulate matter. Impacts from dust will be temporary, local, and limited to the areas of construction.

Butte County is known to contain ultramafic rock, which contains serpentine. Serpentine contains asbestos and can release asbestos into the air if the rock is highly disturbed. Ultramafic rock in Butte County is located primarily in the foothill area. The project area does not disturb any areas known to contain ultramafic rock. It is not anticipated that this project will release any asbestos into the air.

2.2.4.1 Avoidance and Minimization Measures

To minimize the impacts from construction and because the project is in a state PM₁₀ (particulate matter) non-attainment area, dust control practices must be incorporated into the project. The dust control practices must comply with the current Caltrans Standard Specifications and Butte County Air Quality Management District Rule 207-Fugitive Dust Emissions.

2.2.5 Noise

Federal guidelines define traffic noise impacts as “impacts which occur when the predicted traffic noise levels approach or exceed the existing noise levels.” The Caltrans Highway Design Manual, Chapter 1100 (Caltrans 1990) adopts the Federal noise abatement criteria. Caltrans currently uses a Leq of 66 decibels (dBA) as the threshold of identifying significant impacts.

Sound level measurements and traffic counts were conducted on November 14, 2002 at one site within the project area. The site was chosen because of its close proximity to an existing residential dwelling. The purpose of the measurement was to determine the existing ambient noise level. The existing noise levels of 70.8 dBA already exceed the Federal criteria. The project will increase noise levels by 1 to 2 dBA. An increase of less than 3dBA is not perceptible to the human ear and is not considered

significant. Projected future noise levels for the built project were the same for those if the project is not constructed.

Noise barriers, such as sound walls were evaluated and were not considered to be feasible. A noise barrier is considered feasible if it can achieve a noise reduction of 5 dBA. The right of way does not include access control and driveways must be maintained and a 5dBA noise reduction could not be obtained. Therefore, construction of a soundwall is not an effective noise barrier.

2.2.5.1 Avoidance and Minimization Measures

Construction noise from the contractor equipment is unavoidable. However, this is a temporary noise source regulated by Caltrans Standard Specifications, Section 7-1.01 I, which is included as part of the contract. The contractor is required to comply with all local sound control and noise level rules, regulations, and ordinances.

2.3 Biological Environment

2.3.1 Wetlands and Other Waters of the United States

No wetlands or waters of the US will be impacted by this project.

2.3.2 Vegetation

Vegetation located directly within the project area includes ruderal grasses and several tree species. Upon completion of construction, exposed soil within the right of way should be revegetated if possible. This should consist of native flora, where applicable, under the discretion of the Landscape Architect.

2.3.3 Wildlife

Due to the associated traffic of SR 32 and the close proximity of commercial businesses, the project area is highly disturbed and supports little wildlife. Field surveys confirmed the lack of wildlife presence. There will be no impacts to wildlife resources. Measures will be followed to protect migratory birds.

2.3.3.1 Avoidance and Minimization Measures

Removal of all trees will occur between September 16th and March 14th to comply with the Migratory Bird Treaty Act (MBTA) and Fish and Game Codes 3503 and 3503.5.

2.3.4 Threatened and Endangered Species

The California Natural Diversity DataBase (CNDDB) and the US Fish and Wildlife Service Special Status Species List were reviewed to determine the potential for threatened and endangered species to be present within the project area. A field review was conducted by a Caltrans biologist on May 10, 2002. The field review found that no listed, endangered, or threatened species or critical habitat exists within the project area. No impacts will occur to these biological resources.

2.4 Cumulative Impacts

Cumulative impacts are those that are produced by the aggregation of individual impacts resulting from a single project or from two or more projects in conjunction. Caltrans has proposed a similar project on SR 32 near Muir Avenue (EA 4A4500). The Muir Avenue project is planned for construction in summer 2003 and includes the construction of a two-way left turn lane. The Muir project will require minor widening, utility relocation and vegetation removal. An additional project (EA 1C370) is proposed southeast of project area. The project proposes to install left turn channelization for West Lindo Avenue. This project has not yet been evaluated for environmental impacts. However, it is not anticipated that there will be any impacts from this project and no cumulative impacts from the three projects are expected.

Chapter 3 Public Review and Comments

This Initial Study was made available to the public for 30 days, during which time comments were made. Following the 30-day circulation period, comments are addressed in this section of the document.

On July 30, 2003, Caltrans and FHWA distributed the draft Initial Study (IS) for the State Route (SR) 32 at Kennedy Avenue project. The draft IS was available for review from July 31, 2003 until August 29, 2003. Caltrans sent a notice regarding availability of the draft IS to 23 adjacent property owners. Copies of the document were sent to six different public entities/officials, including the Butte County Library in Chico. A public notice describing the proposed project and stating availability of the draft IS for review appeared in the Enterprise Record on July 31, 2003.

All comments to the draft IS received during the public review period and responses to comments are presented in this chapter. Each comment and response is reproduced in its entirety in the pages that follow. Letters containing more than one general comment are assigned a numeric value for each comment and corresponding response. The following individuals provided written comments on the draft IS:

<u>List of Commenters:</u>	<u>Date of Comment:</u>
1. Brian Uecker	August 8, 2003
2. Lola Seipert	August 12, 2003
3. Serena Gualotuña	not dated – postmarked August 22, 2003
4. David Teeter	not dated – postmarked August 23, 2003
5. G.M. Herseth / Doris Dianne McWilliams	August 28, 2003
6. Derek A. Smith / Karen M. Kolb-Smith	August 28, 2003
7. Harold Smith	August 28, 2003
8. Sonsor Smith	not dated – postmarked August 30, 2003
9. State Clearinghouse	September 2, 2003
10. Law Office of Leverenz & Ferris	September 16, 2003

3.1 Public Notice

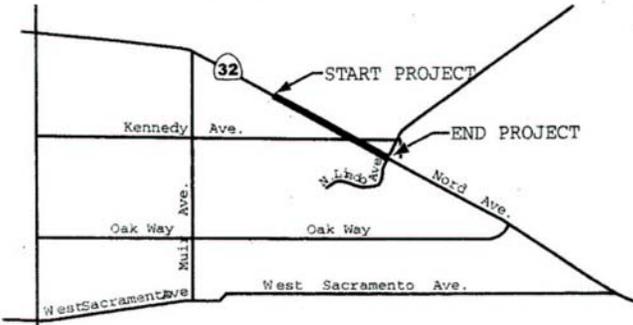
 State of California • Department of Transportation

PUBLIC NOTICE

NOTICE OF INTENT TO ADOPT NEGATIVE DECLARATION

WHAT IS PLANNED

The California Department of Transportation (Caltrans) is proposing to widen State Route (SR) 32 in the City of Chico. The project will install a two-way left turn lane (TWLTL) from just west of East Avenue through Kennedy Avenue to match an existing TWLTL west of Kennedy Avenue. The project will also realign the southern leg of Kennedy Avenue to a "T" intersection. The purpose of this project is to improve safety along this portion of SR 32.



WHY THIS NOTICE

Caltrans has studied the effects this project may have on the environment. This project will have a less than significant impact on noise and visual and community resources.

WHAT IS AVAILABLE

The environmental document, referred to as a Draft Initial Study is available for review and copying on weekdays between 8 a.m. and 4 p.m. at the Caltrans Office of Environmental Management, 2389 Gateway Oaks Drive, Sacramento, CA 95833 and will be online at <http://www.dot.ca.gov/dist3/departments/envinternet/envdoc.htm>. It is also available at the Butte County Library, 1108 Sherman Avenue, Chico, CA 95926.

SPECIAL ACCOMMODATIONS

For individuals with sensory disabilities, this document can be made available in Braille, large print, audio, audiocassette or computer disk. To obtain a copy in one of these alternate formats, please call or write: Leslie Case, Public Information Officer, Caltrans – District 3, 703 B Street, Marysville, CA 95901, (530) 741-4571 (voice phone) or (530) 741-4509 (TTY).

COMMENTS

Please submit your written comments to Caltrans, Office of Environmental Management, 2389 Gateway Oaks Drive, Sacramento, CA 95833, ATTN: Brenda Powell-Jones. All comments must be received by August 31, 2003. For more information about this project, please call Jennifer Clark, Office of Environmental Management, at (916) 274-0572 or Brenda Powell-Jones, at (916) 274-0577.

07/03

3.2 Comments / Responses to Comments

Commenter #1:

BRIAN UECKER
2576 HWY 32
CHICO CA 95973
530-893-8474

AUGUST 8, 2003

CAL TRANS CHER DANIELS, CHIEF
OFFICE OF ENVIRONMENTAL MANAGEMENT
ATTN: BRENDA POWELL-JONES

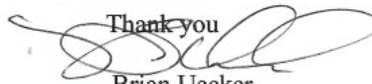
We are writing in response to a letter we received about a project in front of our place of business. We are very concerned about the effects this project will have on our property and our business. We own the majority of the property on the north side of Hwy 32 in this proposed area.

This letter mentions that they intend to put in a turning lane and a shoulder area along this stretch of road. We are not sure how they plan to do this without taking out over 100 feet of recently laid sidewalk and gutters along one section of this property. Our corporation owns a commercial business office and a car dealership along this stretch of highway and it is the highway frontage and access that makes these businesses a success, and the property valuable.

We are concerned about losing our ability to drive and too park in front of our dealership along the shoulder of the highway, this is essential to our business. We also fear that you may remove the street poles which hold our flood lights so we can stay open in the evening, they also prevent vandalism and car theft.

1a
1b

We do not want to stand in the way of progress but these concerns are bothering us and we need to be aware of what changes are planned that will affect us. Please contact us at 530-899-1187 or by mail at the above address.

Thank you

Brian Uecker
Pres.

Response to commenter #1:

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 3, SACRAMENTO OFFICE, MS 15
2389 GATEWAY OAKS DRIVE, SUITE 100
SACRAMENTO, CA 95833
PHONE (916) 274-0568
FAX (916) 274-0602
TTY (530) 741-4509



*Flex your power!
Be energy efficient!*

September 25, 2003

Brian Uecker
2576 Highway 32
Chico, CA 95973

Dear Mr. Uecker:

Thank you for sending in your comments and your telephone call regarding the proposed project on State Route 32 (SR 32) at Kennedy Avenue in Butte County (EA 03-4A4400). In particular, your concerns regarding highway frontage and access and to lighting are noted.

As indicated in the telephone conversation of August 8, 2003 you had with Caltrans Environmental Coordinator Jennifer Clark, in constructing this project, sidewalks and gutters in front of your business will not need to be removed and therefore should not reduce highway frontage or reduce access to your business. We are still investigating whether or not the utility poles in front of your business will need to be relocated; we should know this within the next few weeks. We are doing everything possible to minimize potential impacts to the poles, which also hold your safety lighting. Caltrans will keep you posted of any future changes that may occur with this project.

1a

1b

We thank you again for your comments, and we look forward to successful completion of this important safety improvement project. If you have any further questions or concerns about this project, please feel free to contact me at 916-274-0568; Cindy Anderson, interim Environmental Coordinator for the project, at 916-274-0624; or Doug Lange, Assistant Project Manager, at 530-741-4465.

Sincerely,


CHER DANIELS, Chief
North Region Office of Environmental Management S-1

c: Cindy Anderson, interim Environmental Coordinator
Jennifer Clark, Environmental Coordinator
Doug Lange, Assistant Project Manager
Sukhwinder Bajwa, Project Manager

"Caltrans improves mobility across California"

Committer #2:

Aug 12, 2003

California Dept. of Transportation
 Chris Daniels
 2389 Gateway Oaks Dr.
 Sacramento, Ca 95833
 Attention Brenda Powell-Jones

Dear Sirs,

I am writing in regard to the proposed project on Highway 32 and Kennedy in Chico, Ca. Constance Smith lives in the V section in a small home and lovely yard. Connie and her husband, Richard, moved into this home on their wedding day and have remained there for 60 years. Mr. Smith passed away, but Connie would not consider leaving their home. She loves it. She has help to keep the lawn and flowers beautiful. She rarely leaves this home except for shopping and business appointments. Connie is kind and generous and loved by the people in the neighborhood. When Connie received the message that her home would be taken to change the Highway she was devastated. She is so stressed and upset she can't sleep, she cries and is so nervous and unhappy. Connie is 88 years old. Moving is a frightening and heart breaking experience. What to do! Connie will not be here much longer. The worry and anxiety is taking its toll. Can't you please wait a little to complete this project and let this dear lady die at peace in her own home? Thank you

Sincerely,
 Lala Seipert

Response to commenter #2:

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 3, SACRAMENTO OFFICE, MS 15
2389 GATEWAY OAKS DRIVE, SUITE 100
SACRAMENTO, CA 95833
PHONE (916) 274-0568
FAX (916) 274-0602
TTY (530) 741-4509



*Flex your power!
Be energy efficient!*

September 25, 2003

Lola Seipert
2261 Kennedy Avenue
Chico, CA 95973

Dear Ms. Seipert:

Thank you for sending in your comments regarding the proposed project on State Route 32 (SR 32) at Kennedy Avenue in Butte County (EA 03-4A4400). In particular, your concerns regarding your friend, Connie Smith, are much appreciated.

The Department has given a thorough analysis of available solutions to relocating Mrs. Smith from her 2260 Kennedy Avenue home. We have determined that the work that was originally proposed to realign Kennedy Avenue to a "T" intersection will no longer be part of this project. Therefore, acquisition of Mrs. Smith's property will not be necessary at this time. Widening about the centerline on SR 32 and adding a two-way left turn lane will, however, still occur and in doing so the trees and shrubs on that side of Mrs. Smith's property (which are actually in Caltrans right-of-way) will be removed. Caltrans has been in touch with Mrs. Smith and she is aware of the updated plans. If any future changes to this project should occur affecting Mrs. Smith's property, Caltrans will be sure to notify you.

Caltrans will be updating its environmental documents to reflect the changes in the project scope. Project construction is scheduled to begin early 2005. We thank you again for your comments, and we look forward to successful completion of this important safety improvement project. If you have any further questions or concerns about this project, please feel free to contact me at 916-274-0568; Cindy Anderson, interim Environmental Coordinator for the project, at 916-274-0624; or Doug Lange, Assistant Project Manager, at 530-741-4465.

Sincerely,


CHER DANIELS, Chief
North Region Office of Environmental Management S-1

c: Cindy Anderson, interim Environmental Coordinator
Jennifer Clark, Environmental Coordinator
Doug Lange, Assistant Project Manager
Sukhwinder Bajwa, Project Manager
Joyce Lane, Caltrans Right-of-Way

"Caltrans improves mobility across California"

Commenter #3:

08-26-03P12:07 PM

1621 Timber Lane
Paradise, CA. 95969
8-21-03

California Department of Transportation
Cher Daniels, Chief
Office of Environmental Management-S1
2389 Gateway Oaks Drive
Sacramento, CA 95833
ATTN: Brenda Powell-Jones

Dear Ms. Powell-Jones,

As Connie Smith's friend for 16 years, I'm hoping that Caltrans will find another solution to its traffic problem other than removing Connie's home. In this letter, I would like to appeal to your sense of humanity as well as offer some possible solutions.

Connie is 88 or 89 years old, has lived in her home for almost 60 years, among other health issues, has heart problems, and has been very upset since Caltrans informed her of their intentions (so much so that she ended up in the hospital shortly after receiving the news).

I have read the Initial Study on your website and see that all other solutions (conceived thus far) have been rejected. I have contacted a retired civil engineer who may be able to come up with other solutions to solve the problem for both commuters and Connie. If he has any ideas, he will contact you. (Last year, on behalf of some Chico home owners, this retired civil engineer was able to settle a dispute between the home owners and the City of Chico Street Department, by suggesting a plan that was even more efficient than the City's original plan, and which only minimally impacted the home owners.)

I also have an idea which, if it were to work, could save a lot of money, and even more importantly, could save Connie's house: at peak traffic times, a Highway Patrol officer could be parked on Highway 32 several hundred yards southeast of Kennedy Avenue, a lowered speed sign, perhaps with a flashing red light, could be posted, and buttons could be put in the road to alert traffic to the slowdown. In addition, an electrically lighted sign could read "Use extreme caution. Slow to 25mph," [or whatever speed deemed safe]. You could implement these fairly minor and inexpensive changes immediately. If you found they worked adequately, you wouldn't have to perform "major surgery" at all. In any event, this could be a permanent solution, or, at least, a temporary one until Connie got to the point where she was incapable of living on her own and had to move out anyway, or until her death.

Jennifer Clark informed me that unless the money for this project is used within a specified time frame, Caltrans will lose it. I hope that that fact does not interfere with the integrity of the decision. Remember, the quality of life of a vulnerable human being is in jeopardy. Perhaps, according to your report, there is "no impact" on the "elderly"

because it effects "only" one person, but the effect to Connie is immense due to her advanced age, state of health, and longevity in that house.

I am hoping that the removal of Connie's house can be avoided or at least postponed until she no longer needs to live there.

Remember, a society is ultimately judged by the way it treats its most vulnerable member

Thank you for your time; I ask for your consideration

Sincerely,
Serena Gualotuna

Serena Gualotuna
(530) 872-3136
cyranoemail@yahoo.com

Response to commenter #3:

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 3, SACRAMENTO OFFICE, MS 15
2389 GATEWAY OAKS DRIVE, SUITE 100
SACRAMENTO, CA 95833
PHONE (916) 274-0568
FAX (916) 274-0602
TTY (530) 741-4509



*Flex your power!
Be energy efficient!*

September 25, 2003

Lola Seipert
2261 Kennedy Avenue
Chico, CA 95973

Dear Ms. Seipert:

Thank you for sending in your comments regarding the proposed project on State Route 32 (SR 32) at Kennedy Avenue in Butte County (EA 03-4A4400). In particular, your concerns regarding your friend, Connie Smith, are much appreciated.

The Department has given a thorough analysis of available solutions to relocating Mrs. Smith from her 2260 Kennedy Avenue home. We have determined that the work that was originally proposed to realign Kennedy Avenue to a "T" intersection will no longer be part of this project. Therefore, acquisition of Mrs. Smith's property will not be necessary at this time. Widening about the centerline on SR 32 and adding a two-way left turn lane will, however, still occur and in doing so the trees and shrubs on that side of Mrs. Smith's property (which are actually in Caltrans right-of-way) will be removed. Caltrans has been in touch with Mrs. Smith and she is aware of the updated plans. If any future changes to this project should occur affecting Mrs. Smith's property, Caltrans will be sure to notify you.

Caltrans will be updating its environmental documents to reflect the changes in the project scope. Project construction is scheduled to begin early 2005. We thank you again for your comments, and we look forward to successful completion of this important safety improvement project. If you have any further questions or concerns about this project, please feel free to contact me at 916-274-0568; Cindy Anderson, interim Environmental Coordinator for the project, at 916-274-0624; or Doug Lange, Assistant Project Manager, at 530-741-4465.

Sincerely,


CHER DANIELS, Chief
North Region Office of Environmental Management S-1

c: Cindy Anderson, interim Environmental Coordinator
Jennifer Clark, Environmental Coordinator
Doug Lange, Assistant Project Manager
Sukhwinder Bajwa, Project Manager
Joyce Lane, Caltrans Right-of-Way

"Caltrans improves mobility across California"

Commenter #4:

TO: CAL-TRANS/
WHOM IT MAY CONCERN

ON BEHALF OF: CONSTANCE SMITH
2260 KENNEDY AVE
CHICO, CA 95973
- MY NAME IS DAVID L. TEETER

I AM TRYING TO FIGURE OUT, WHY
WAS CONNIE SMITH ONLY NOTIFIED THIS
YEAR-ABOUT CAL TRANS WANTING TO PUT
A ROAD RIGHT THROUGH MRS. SMITH'S
PROPERTY. ESPECIALLY SINCE THIS PLAN
HAS BEEN "ON THE TABLE" FOR TWO YEARS
NOW.

CAL TRANS DOES NOT HAVE THE
RIGHT TO FORCE A RESIDENT OF 57 YEARS
OFF HER PROPERTY FOR A INSIGNIFICANT
ROAD ADJUSTMENT. MRS SMITH IS A
WIDOW OF RICHARD SMITH WHO PASSED
AWAY ABOUT 3 YEARS AGO. MRS SMITH
IS NOW 88 YEARS YOUNG; SHE SEEMS
TO BE ACTIVE, MOBIL, AND SHARP AS A
RAZOR. IT WOULD BE A SHAME IF THIS
PROPOSAL GOES THROUGH BECAUSE, THIS
MIGHT JUST STEAL ANY AND ALL HOPE
REMAINING IN MRS. SMITH.

CAL-TRANS IS A BRANCH OF OUR
STATE GOV. AS STATE LANDSCAPERS. (OVER)

AND IF YOU ASK ANYONE, THE
RESULT WOULD BE HANDS DOWN MRS.
SMITH HAS A RIGHT TO BE THERE -
UNTIL SHE WANTS TO LEAVE.
HONESTLY, HOW MUCH LONGER IS
MRS SMITH GOING TO LIVE, NOT A
LOT MORE, LEAVE HER IN PEACE

A GOOD FRIEND

DAVID L. TEETER

Response to commenter #4:

DEPARTMENT OF TRANSPORTATION
DISTRICT 3, SACRAMENTO OFFICE, MS 15
2389 GATEWAY OAKS DRIVE, SUITE 100
SACRAMENTO, CA 95833
PHONE (916) 274-0568
FAX (916) 274-0602
TTY (530) 741-4509



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Be energy efficient!*

September 25, 2003

David L. Teeter
934 Neal Dow Avenue
Chico, CA 95926

Dear Mr. Teeter:

Thank you for sending in your comments regarding the proposed project on State Route 32 (SR 32) at Kennedy Avenue in Butte County (EA 03-4A4400). In particular, your concerns regarding your friend, Connie Smith, are much appreciated.

The Department has given a thorough analysis of available solutions to relocating Mrs. Smith from her 2260 Kennedy Avenue home. We have determined that the work that was originally proposed to realign Kennedy Avenue to a "T" intersection will no longer be part of this project. Therefore, acquisition of Mrs. Smith's property will not be necessary at this time. Widening about the centerline on SR 32 and adding a two-way left turn lane will, however, still occur and in doing so the trees and shrubs on that side of Mrs. Smith's property (which are actually in Caltrans right-of-way) will be removed. Caltrans has been in touch with Mrs. Smith and she is aware of the updated plans. If any future changes to this project should occur affecting Mrs. Smith's property, Caltrans will be sure to notify you.

Caltrans will be updating its environmental documents to reflect the changes in the project scope. Project construction is scheduled to begin early 2005. We thank you again for your comments, and we look forward to successful completion of this important safety improvement project. If you have any further questions or concerns about this project, please feel free to contact me at 916-274-0568; Cindy Anderson, interim Environmental Coordinator for the project, at 916-274-0624; or Doug Lange, Assistant Project Manager, at 530-741-4465.

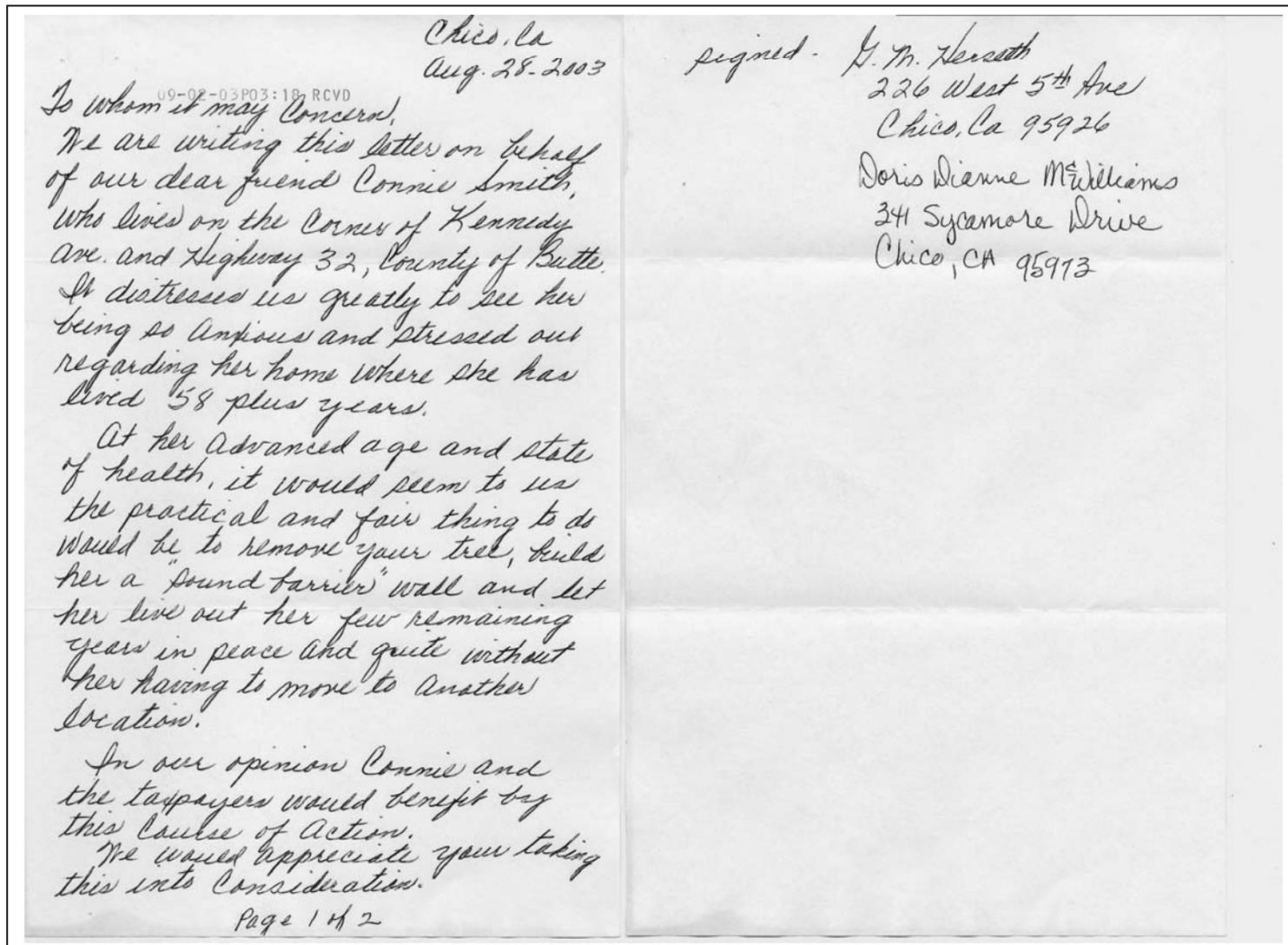
Sincerely,


CHER DANIELS, Chief
North Region Office of Environmental Management S-1

c: Cindy Anderson, interim Environmental Coordinator
Jennifer Clark, Environmental Coordinator
Doug Lange, Assistant Project Manager
Sukhwinder Bajwa, Project Manager
Joyce Lane, Caltrans Right-of-Way

"Caltrans improves mobility across California"

Commenter #5:



Response to commenter #5:

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 3, SACRAMENTO OFFICE, MS 15
2389 GATEWAY OAKS DRIVE, SUITE 100
SACRAMENTO, CA 95833
PHONE (916) 274-0568
FAX (916) 274-0602
TTY (530) 741-4509



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September 25, 2003

G. M. Herseth
226 West 5th Avenue
Chico, CA 95926

Dear G. M. Herseth:

Thank you for sending in your comments regarding the proposed project on State Route 32 (SR 32) at Kennedy Avenue in Butte County (EA 03-4A4400). In particular, your concerns regarding your friend, Connie Smith, are much appreciated.

The Department has given a thorough analysis of available solutions to relocating Mrs. Smith from her 2260 Kennedy Avenue home. We have determined the work that was originally proposed to realign Kennedy Avenue to a "T" intersection will no longer be part of this project. Therefore, acquisition of Mrs. Smith's property will not be necessary at this time. Widening about the centerline on SR 32 and adding a two-way left turn lane will, however, still occur and in doing so the trees and shrubs on that side of Mrs. Smith's property (which are actually in Caltrans right-of-way) will be removed. Caltrans has been in touch with Mrs. Smith and she is aware of the updated plans. If any future changes to this project should occur affecting Mrs. Smith's property, Caltrans will be sure to notify you.

Caltrans will be updating its environmental documents to reflect the changes in the project scope. Project construction is scheduled to begin early 2005. We thank you again for your comments, and we look forward to successful completion of this important safety improvement project. If you have any further questions or concerns about this project, please feel free to contact me at 916-274-0568; Cindy Anderson, interim Environmental Coordinator for the project, at 916-274-0624; or Doug Lange, Assistant Project Manager, at 530-741-4465.

Sincerely,


CHER DANIELS, Chief
North Region Office of Environmental Management S-1

c: Cindy Anderson, interim Environmental Coordinator
Jennifer Clark, Environmental Coordinator
Doug Lange, Assistant Project Manager
Sukhwinder Bajwa, Project Manager
Joyce Lane, Caltrans Right-of-Way

"Caltrans improves mobility across California"

Commenter #5 (continued):

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 3, SACRAMENTO OFFICE, MS 15
2389 GATEWAY OAKS DRIVE, SUITE 100
SACRAMENTO, CA 95833
PHONE (916) 274-0568
FAX (916) 274-0602
TTY (530) 741-4509



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September 25, 2003

Doris Dianne McWilliams
341 Sycamore Drive
Chico, CA 95973

Dear Ms. McWilliams:

Thank you for sending in your comments regarding the proposed project on State Route 32 (SR 32) at Kennedy Avenue in Butte County (EA 03-4A4400). In particular, your concerns regarding your friend, Connie Smith, are much appreciated.

The Department has given a thorough analysis of available solutions to relocating Mrs. Smith from her 2260 Kennedy Avenue home. We have determined the work that was originally proposed to realign Kennedy Avenue to a "T" intersection will no longer be part of this project. Therefore, acquisition of Mrs. Smith's property will not be necessary at this time. Widening about the centerline on SR 32 and adding a two-way left turn lane will, however, still occur and in doing so the trees and shrubs on that side of Mrs. Smith's property (which are actually in Caltrans right-of-way) will be removed. Caltrans has been in touch with Mrs. Smith and she is aware of the updated plans. If any future changes to this project should occur affecting Mrs. Smith's property, Caltrans will be sure to notify you.

Caltrans will be updating its environmental documents to reflect the changes in the project scope. Project construction is scheduled to begin early 2005. We thank you again for your comments, and we look forward to successful completion of this important safety improvement project. If you have any further questions or concerns about this project, please feel free to contact me at 916-274-0568; Cindy Anderson, interim Environmental Coordinator for the project, at 916-274-0624; or Doug Lange, Assistant Project Manager, at 530-741-4465.

Sincerely,


CHER DANIELS, Chief
North Region Office of Environmental Management S-1

c: Cindy Anderson, interim Environmental Coordinator
Jennifer Clark, Environmental Coordinator
Doug Lange, Assistant Project Manager
Sukhwinder Bajwa, Project Manager
Joyce Lane, Caltrans Right-of-Way

"Caltrans improves mobility across California"

Commenter #6:

6a

6b

6c

6d

09-02-03P03:18 RCVD

Dear Cher Daniels, Brenda Powell-Jones, and the California Dept. of Transportation,

My husband and I have several concerns regarding your Draft Initial Study regarding State Route 32 at Kennedy Ave, in Butte County.

Our first concern is that we have never been notified about any plans for the removal of the home located across the street from our property, or about any road "realignment" for Kennedy Ave. We were notified a couple of years ago that surveyors would be in our neighborhood, but never told what they were in the neighborhood for. We have never received any notification of your plans, and are grateful that our neighbor let us know about your Initial Study, or we would not have been given the opportunity to voice our concerns with you at this time.

We ask that we be given enough time to research your Initial study further, that you provide us with a basic map of the proposed improvements, so that we can see if, indeed, you are planning to make the proposed road "realignment" head straight for our home, and that we have some time to consult our Attorney so that we may fully understand our rights.

We are concerned that the road "realignment" would involve making a "T" with our property, and that one of the many drunk drivers that use Kennedy Ave to get off of State Route 32, to head for the Sacramento River Area, would fail to negotiate the new curve, or "T", or whatever you have planned, and continue on their course, straight for our home.

We are concerned that your measurement of the "additional noise level" that would result from the improvements is not accurate, and that it will, in fact, be much noisier for us. A recent study published in "New Scientist" Magazine (June 21, 2003 Issues, Volume 178, No. 2400) states "Today's Sound Meters do not take into account the way the human ear perceives sustained sound over a period of time." I have sustained an injury to my ears that has resulted in my hearing to be acutely sensitive, and I guarantee you that even a 2 dB rise in the sound level can and will be more than a nuisance that can be ignored. With the removal of the house at 2260 Kennedy, and the many trees and vegetation there as well, things will be much noisier than just a 2 dB gain. We both work nights, and must sleep days, and your proposal will, in effect, move us out. You will displace more than one household with this proposal.

We are concerned that you indicate in your Study that there will be no impact of a new source of substantial light or glare which would adversely affect day or nighttime views in the area. You are completely wrong in this assessment, for you have not taken into account the removal of the very large tree on the corner of the 2260 property. This removal will result in a complete "blindness" for drivers attempting to turn left onto Kennedy Ave in the late afternoon/early evening hours of the summer, as they face directly into the setting sun, which would substantially increase accidents at this intersection, not reduce them, which is your entire purpose for this project! We are all for improvements, but this will not be an improvement-it will be more like a death trap! Please, come out and reevaluate this "lighting" problem for yourself. That tree is the only reason people can safely turn left off of State Route 32.

We have several more concerns as well, including the displacement of our elderly neighbor at 2260, your wildlife assessment of our area, and even the very need of this project-wouldn't it just be better to link State Route 32 with Hwy 99 at Eaton Road, and remove all this unnecessary thru truck traffic, as has been proposed (we actually heard about that project)! In these difficult fiscal times for our State Budget, why not do the one project that will do the most good?

We respectfully ask that you reevaluate this project at this time, and please, send us any and all information you have, so that we can make an informed decision regarding the rest of our lives.

Faithfully yours,
Derek A. Smith
Karen M. Kolb-Smith
2297 Kennedy Ave
Chico CA
(530)899-1081

Response to commenter #6:

6a: Caltrans is in compliance with the California Environmental Quality Act (CEQA), CEQA Guidelines, and Departmental policy for providing proper notice of availability of the draft environmental document.

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION
 DISTRICT 3, SACRAMENTO OFFICE, MS 15
 2389 GATEWAY OAKS DRIVE, SUITE 100
 SACRAMENTO, CA 95833
 PHONE (916) 274-0568
 FAX (916) 274-0602
 TTY (530) 741-4509



*Flex your power!
Be energy efficient!*

September 25, 2003

Derek A Smith
 Karen M. Kolb-Smith
 P. O. Box 4048
 Chico, CA 95927-4048

Dear Mr. Smith and Ms. Kolb-Smith:

Thank you for sending in your comments regarding the proposed project on State Route 32 (SR 32) at Kennedy Avenue in Butte County (EA 03-4A4400). In particular, your concerns regarding proposed realignment of Kennedy Avenue, increased noise levels, and light or glare issues are noted.

The Department has given a thorough analysis of available solutions to having to realign Kennedy Avenue. We have determined the work that was originally proposed to realign Kennedy Avenue to a "T" intersection will no longer be part of this project. Therefore, your concern about traffic from SR 32 being redirected straight for your home should be eliminated. Regarding your concern for increased noise, Caltrans considers noise abatement when there is an increase in traffic noise levels of 12 decibels above the existing traffic noise levels. This project will only have an increase of 1-2 decibels above existing noise levels. Your concern regarding the removal of some trees and shrubs is noted; however, safety improvements on SR 32 cannot be made without removing the vegetation. If any future changes to this project should occur that affect your stated concerns, Caltrans will be sure to notify you.

Caltrans will be updating its environmental documents to reflect the changes in the project scope. Project construction is scheduled to begin early 2005. We thank you again for your comments, and we look forward to successful completion of this important safety improvement project. If you have any further questions or concerns about this project, please feel free to contact me at 916-274-0568; Cindy Anderson, interim Environmental Coordinator for the project, at 916-274-0624; or Doug Lange, Assistant Project Manager, at 530-741-4465.

Sincerely,


 CHER DANIELS, Chief
 North Region Office of Environmental Management S-1

c: Cindy Anderson, interim Environmental Coordinator
 Jennifer Clark, Environmental Coordinator
 Doug Lange, Assistant Project Manager
 Sukhwinder Bajwa, Project Manager

"Caltrans improves mobility across California"

6b
6c
6d

Commenter #7:

09-02-03P03:16 KCVD 8-28-03

Dear Ms. Powell-Jones

Connie Smith of Chico is my mother and I am writing you to add my support to those who would like an alternative method on Hwy. 32. I don't have expertise re: environmental impact to offer however I ask you to consider alternatives. My mom now has heart trouble and I am fearful a move and the attendant stress will kill her.

Please consider her plight and weigh viable options and perhaps defer this portion til a more propitious time.

Sincerely
Harold Smith

Commenter #8:

		PREPARED BY	
		DATE	

1 THERE IS MUCH I'D LIKE TO SAY BUT DECENCY WILL
 2 KEEP ME TO THE FOLLOWING:

3 PLEASE DON'T TAKE MY GRANDMOTHER'S HOUSE.
 4 ITS THE PLACE SHE HAS LIVED IN SINCE ~~SHE~~ MOVED TO
 5 CHICO SOME 50-60 YEARS AGO. MY GRANDFATHER SURPRISED
 6 HER WITH THE HOUSE AS A WEDDING PRESENT. HE BORROWED
 7 SOME MONEY FROM A FRIEND TO MAKE THE DOWN PAYMENT
 8 BUT NEVER TOLD MY GRANDMOTHER ABOUT IT. IT WAS
 9 IN THAT HOUSE THAT MY GRANDPARENTS, FATHER, AND
 10 UNCLE GREW UP. IT'S WHERE I GREW UP. IN
 11 THAT YARD, AND THAT HOUSE, MY GRANDFATHER POURED
 12 HIS BLOOD, SWEAT, TEARS, HOPE, AND WISHES.
 13 WISHES OF SECURITY AND COMFORT FOR MY
 14 GRANDMOTHER AFTER HE PASSED AWAY. A DESIRE TO
 15 HAVE HER SPEND THE REST OF HER DAYS BEING ABLE
 16 TO SIT OVER FROM HER FAVORITE CHAIR AND IMAGINE
 17 MY GRANDFATHER SITTING BY THE WINDOW, WHERE HIS
 18 FAVORITE CHAIR, ^{STILL} SITS.

19 MY GRANDMOTHER DOESN'T HAVE MUCH LONGER
 20 TO LIVE; ON THE RARE OCCASSION THAT ONE MIGHT
 21 LIVE TO SEE 100, OR GET PRETTY DARN CLOSE TO
 22 IT; CONTENTMENT AND ~~PEACE~~ PEACE ARE ALL THAT
 23 THEY HOPE FOR. PLEASE DON'T TURN THINGS FOR HER
 24 UPSIDE-DOWN BY TAKING THEM ALL AWAY.

25
 26 HER GRANDSON
 27 *SONOR SWITZ*
 28

Response to commenters #7 and #8:

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 3, SACRAMENTO OFFICE, MS 15
2389 GATEWAY OAKS DRIVE, SUITE 100
SACRAMENTO, CA 95833
PHONE (916) 274-0568
FAX (916) 274-0602
TTY (530) 741-4509



*Flex your power!
Be energy efficient!*

September 25, 2003

Harold Smith
Sonsor Smith
467 E. 5th Avnue
Chico, CA 95926

Dear Harold and Sonsor Smith:

Thank you for sending in your comments regarding the proposed project on State Route 32 (SR 32) at Kennedy Avenue in Butte County (EA 03-4A4400). In particular, your concerns regarding your mother/grandmother, Connie Smith, are much appreciated. This letter affirms the changes in the project Caltrans representatives discussed with you on September 12, 2003.

The Department has given a thorough analysis of available solutions to relocating your mother/grandmother from her 2260 Kennedy Avenue home. We have determined the work that was originally proposed to realign Kennedy Avenue to a "T" intersection will no longer be part of this project. Therefore, acquisition of the property will not be necessary at this time. Widening about the centerline on SR 32 and adding a two-way left turn lane will, however, still occur and in doing so the trees and shrubs on that side of your mother's/grandmother's property (which are actually in Caltrans right-of-way) will be removed. If any future changes to this project should occur affecting Mrs. Smith's property, Caltrans will be sure to notify you.

Caltrans will be updating its environmental documents to reflect the changes in the project scope. Project construction is scheduled to begin early 2005. We thank you again for your comments, and we look forward to successful completion of this important safety improvement project. If you have any further questions or concerns about this project, please feel free to contact me at 916-274-0568; Cindy Anderson, interim Environmental Coordinator for the project, at 916-274-0624; or Doug Lange, Assistant Project Manager, at 530-741-4465.

Sincerely,

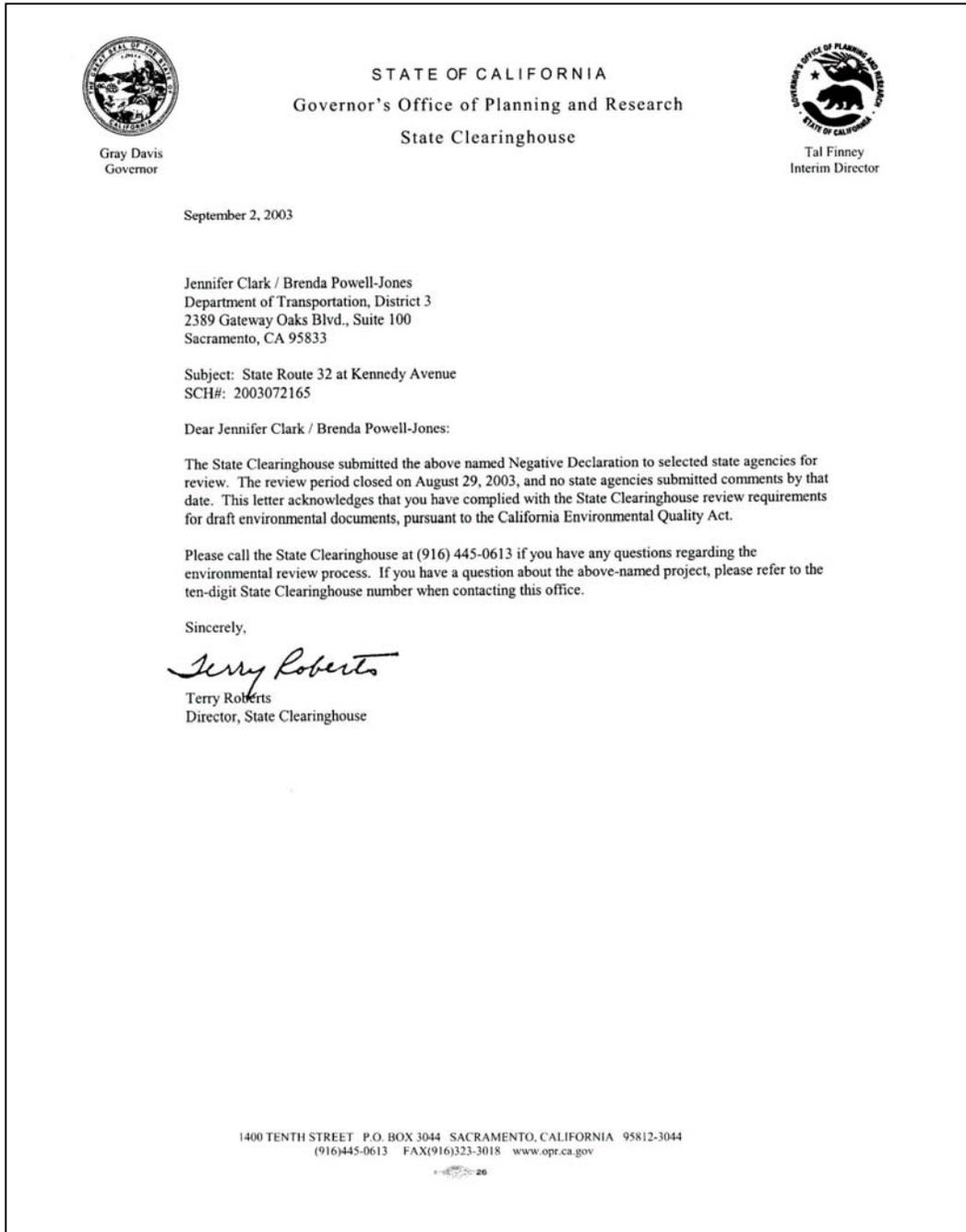

CHER DANIELS, Chief
North Region Office of Environmental Management S-1

c: Cindy Anderson, interim Environmental Coordinator
Jennifer Clark, Environmental Coordinator
Doug Lange, Assistant Project Manager
Sukhwinder Bajwa, Project Manager
Joyce Lane, Caltrans Right-of-Way

"Caltrans improves mobility across California"

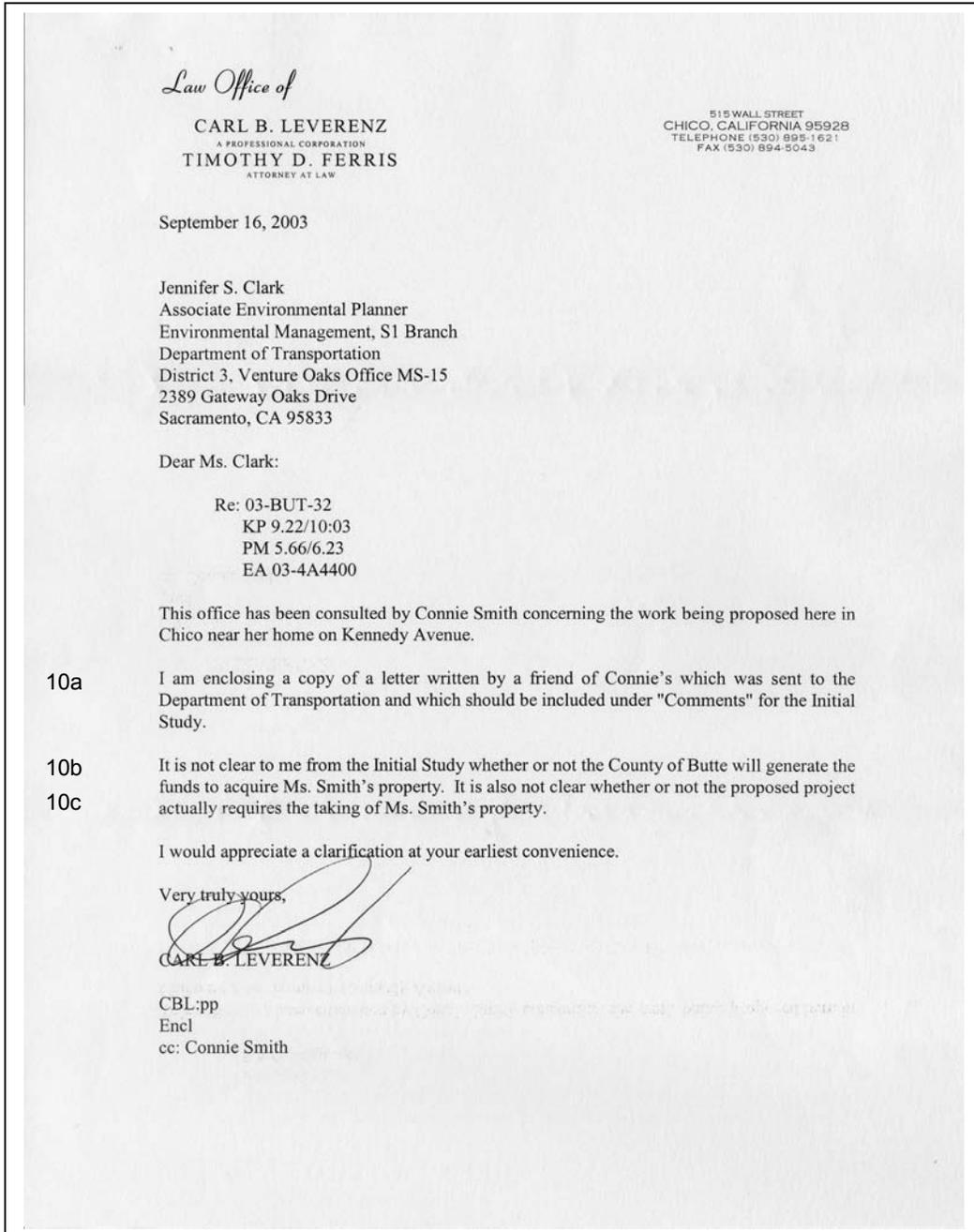
Commenter #9:

Note: The letter below acknowledges that Caltrans has complied with State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Response to comment is not applicable.



Commenter #10:

Note: Comment 10a pertains to the letter received from Serena Gualotuña, commenter number 3.



Response to comment #10:

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION
 DISTRICT 3, SACRAMENTO OFFICE, MS 15
 2389 GATEWAY OAKS DRIVE, SUITE 100
 SACRAMENTO, CA 95833
 PHONE (916) 274-0568
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*Flex your power!
Be energy efficient!*

September 25, 2003 Project Reference #03-4A4400

Carl B. Leverenz
 Law Office of Carl B. Leverenz
 515 Wall Street
 Chico, CA 95928

Regarding: Caltrans project – State Route 32 at Kennedy Avenue

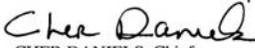
Dear Mr. Leverenz:

We are in receipt of your letter dated September 16, 2003 regarding the above stated project and your consultation with Connie Smith.

The Department has given a thorough analysis of available solutions to relocating Mrs. Smith from her 2260 Kennedy Avenue home. We have determined the work that was originally proposed to realign Kennedy Avenue to a "T" intersection will no longer be part of this project. Therefore, acquisition of Mrs. Smith's property will not be necessary at this time. Widening about the centerline on SR 32 and adding a two-way left turn lane will, however, still occur and in doing so the trees and shrubs on that side of Mrs. Smith's property (which are actually in Caltrans right-of-way) will be removed. The project, funded by state and federal money, does not include funds from Butte County. On September 12, 2002 Caltrans representatives contacted Mrs. Smith and she is aware of the updated plans. If any future changes to this project should occur affecting Mrs. Smith's property, Caltrans will be sure to notify you.

Caltrans will be updating the Initial Study that was prepared for the project to reflect the changes in the project scope and to incorporate all comments received for the project, such as the one you forwarded from Serena Gualotuña, into the comments section. If you have any further questions or concerns about this project, please feel free to contact me at 916-274-0568; Cindy Anderson, interim Environmental Coordinator for the project, at 916-274-0624; or Doug Lange, Assistant Project Manager, at 530-741-4465.

Sincerely,


 CHER DANIELS, Chief
 North Region Office of Environmental Management S-1

c: Cindy Anderson, interim Environmental Coordinator
 Jennifer Clark, Environmental Coordinator
 Doug Lange, Assistant Project Manager
 Sukhwinder Bajwa, Project Manager
 Joyce Lane, Caltrans Right-of-Way

"Caltrans improves mobility across California"

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Appendix A CEQA Environmental Checklist

The following checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. The CEQA impact levels include potentially significant impact, less than significant impact with mitigation, less than significant impact, and no impact. Please refer to the following for detailed discussions regarding impacts:

CEQA:

- Guidance: Title 14, Chapter 3, California Code of Regulations, Sections 15000 et seq. (http://www.ceres.ca.gov/topic/env_law/ceqa/guidelines/)
- Statutes: Division 13, California Public Resource Code, Sections 21000-21178.1 (http://www.ceres.ca.gov/topic/env_law/ceqa/stat/)

CEQA requires that environmental documents determine significant or potentially significant impacts. In many cases, background studies performed in connection with the project indicate no impacts. A “no impact” reflects this determination. Any needed discussion is included in this Initial Study.

CEQA			
Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact

AESTHETICS - Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

AGRICULTURE RESOURCES - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

AIR QUALITY - Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

CEQA			
Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d) Expose sensitive receptors to substantial pollutant concentrations?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

e) Create objectionable odors affecting a substantial number of people?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

BIOLOGICAL RESOURCES - Would the project:

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?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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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, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

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?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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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?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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COMMUNITY RESOURCES - Would the project:

a) Cause disruption of orderly planned development?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

CEQA			
Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| b) Be inconsistent with a Coastal Zone Management Plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Affect life-styles, or neighborhood character or stability? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Affect minority, low-income, elderly, disabled, transit-dependent, or other specific interest group? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Affect employment, industry, or commerce, or require the displacement of businesses or farms? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Affect property values or the local tax base? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Affect any community facilities (including medical, educational, scientific, or religious institutions, ceremonial sites or sacred shrines)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) Result in alterations to waterborne, rail, or air traffic? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j) Support large commercial or residential development? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| k) Affect wild or scenic rivers or natural landmarks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| l) Result in substantial impacts associated with construction activities (e.g., noise, dust, temporary drainage, traffic detours and temporary access, etc.)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

CULTURAL RESOURCES - Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

GEOLOGY AND SOILS - Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

CEQA			
Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact

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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

HAZARDS AND HAZARDOUS MATERIALS -
Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA			
Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?
- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?
- 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?

HYDROLOGY AND WATER QUALITY - Would the project:

- a) Violate any water quality standards or waste discharge requirements?
- b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be 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 which would not support existing land uses or planned uses for which permits have been granted)?
- 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 which would result in substantial erosion or siltation on- or off-site?
- 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 which would result in flooding on- or off-site?
- e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?
- f) Otherwise substantially degrade water quality?

CEQA			
Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact

- 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 within a 100-year flood hazard area structures which 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) Inundation by seiche, tsunami, or mudflow?

LAND USE AND PLANNING - Would the project:

- a) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?
- b) Conflict with any applicable habitat conservation plan or natural community conservation plan?

MINERAL RESOURCES - Would the project:

- 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?
- 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?

NOISE - Would the project result in:

- a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?
- c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

CEQA			
Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

POPULATION AND HOUSING - Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

PUBLIC SERVICES -

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 public services:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA			
Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact

RECREATION -

- a) Would the project 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) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

TRANSPORTATION/TRAFFIC - Would the project:

- a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?
- b) Exceed, either individually or cumulatively, 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 due to 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?
- g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

UTILITIES AND SERVICE SYSTEMS - Would the project:

- 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?

CEQA			
Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in a determination by the wastewater treatment provider which 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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 prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Appendix B List of Preparers and Technical Studies

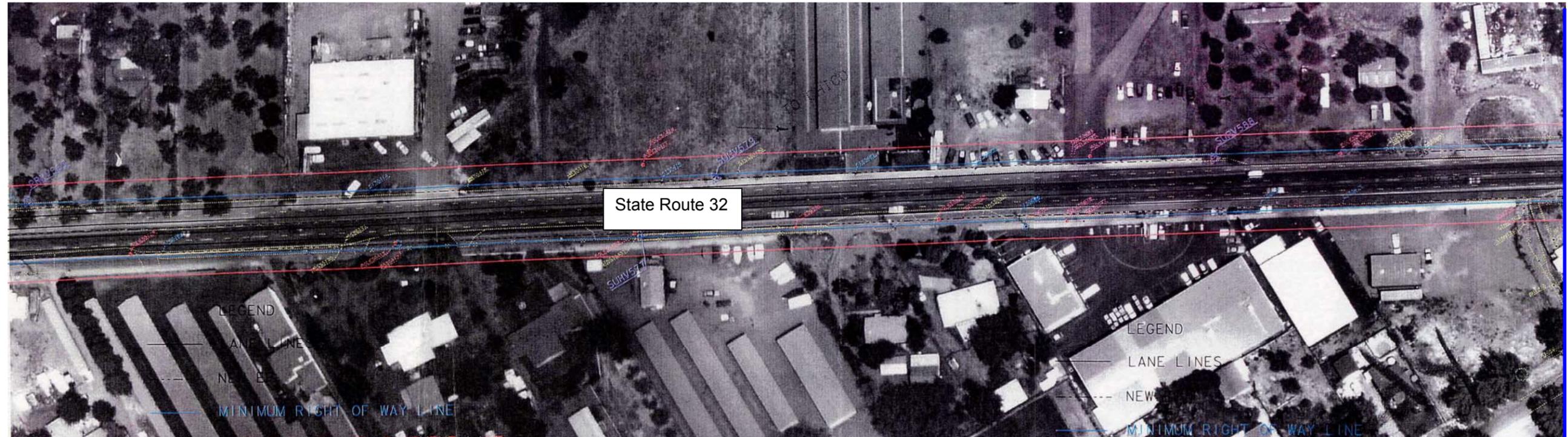
Cindy Anderson	Associate Environmental Planner, Coordinator
Jennifer Clark	Associate Environmental Planner, Coordinator
Cher Daniels	Senior Environmental Planner, Environmental Management
Krishnan Nelson	Associate Environmental Planner, Biology
Daryl Noble	Associate Environmental Planner, Archaeology
Andrea Galvin	Associate Environmental Planner, Architectural History
Rajive Chadha	Environmental Engineer, Hazardous Waste
Lynn Speckert	Associate Environmental Planner, Air and Noise
Brandon Weston	Associate Landscape Architect
Ed Yarbrough	Design Engineer
Robert Peterson	Design Senior
Winder Bajwa	Project Manager

The following technical reports were prepared to assist in making the environmental evaluation for this project:

Air and Noise Report
Natural Environment Study
Floodplain Analysis
Farmland Analysis
Hydraulic Assessment
Historical Property Survey Report
Hazardous Waste Initial Site Assessment
Visual Impact Assessment

These studies are available for review at Caltrans North Region, Office of Environmental Management, 2389 Gateway Oaks Drive, 1st Floor, Sacramento, CA 95833.

Appendix C Project Design (DRAFT)



Match Line A

