



COUNTY OF SACRAMENTO
OFFICE OF PLANNING AND ENVIRONMENTAL REVIEW
NOTICE OF PREPARATION

APRIL 29, 2019

TO: ALL INTERESTED PARTIES

SUBJECT: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR MADISON AVENUE IMPROVEMENT PROJECT (PLER2018-00077)

Sacramento County will be the CEQA Lead Agency for preparation of an Environmental Impact Report (EIR) for a project known as MADISON AVENUE IMPROVEMENT PROJECT. This Notice of Preparation has been sent to responsible and trustee agencies and involved federal agencies pursuant to Section 15082 of the CEQA Guidelines. Agencies should comment on the scope and content of the environmental information that is germane to the agencies' statutory responsibilities in connection with the proposed project. Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but not later than 30 days after receipt of this notice.

The project description, location, and the probable environmental effects are contained in the attached materials and may also be viewed online at:

<https://planningdocuments.sacounty.net/ViewProjectDetails.aspx?ControlNum=PLER2018-00077>

Please send your Agency's response to this Notice to:

Tim Hawkins, Environmental Coordinator
Office of Planning and Environmental Review
827 7th Street, Room 225, Sacramento, CA 95814

or via e-mail at: CEQA@sacounty.net.

Your response should include the name of a contact person in your agency.

Agencies with specific questions about the project should contact Kurt Steinert, Project Manager, at (916) 874-6929 for further information.

PROJECT TITLE: MADISON AVENUE IMPROVEMENT PROJECT

CONTROL NUMBER: PLER2018-00077

PROJECT PROPONENT(S):

Melissa Wright, Senior Civil Engineer

Sacramento County Department of Transportation

4111 Branch Center Road, Sacramento, CA 95827

PROJECT DESCRIPTION AND LOCATION:

Madison Avenue is currently a four-lane east-west roadway with a six-lane thoroughfare designation in the Sacramento County General Plan. Madison Avenue provides connection between Interstate 80, the City of Citrus Heights, the City of Folsom and the unincorporated communities of Sacramento County including Fair Oaks, Carmichael and Orangevale (Plate NOP-1). The Proposed Project is located along Madison Avenue from Sunrise Boulevard to Hazel Avenue (Plate NOP-2).

To the west of Sunrise Boulevard Madison Avenue is a six-lane thoroughfare; to the east of Sunrise Boulevard to Kenneth Avenue Madison Avenue is composed of four and five lane sections. In those areas where there are five lanes, the three lanes are in the west-bound direction. Madison Avenue has two eastbound through lanes and two westbound through lanes from approximately Kenneth Avenue to Hazel Avenue.

The General Plan designates Madison Avenue as a six-lane thoroughfare. The proposed project would amend the County's General Plan to designate Madison Avenue as a Smart Growth Street. The goal of a Smart Growth Street is to enable safe and efficient mobility and access for all users while positively contributing to the adjacent corridor, surrounding community and natural environment.

The proposed improvements would connect the existing six-lane section at Sunrise with five lanes (3 lanes westbound and two lanes eastbound) up to Kenneth Avenue; and no lane widening after 150 feet east of Kenneth Avenue. Roadway improvements throughout the project limits will include landscaped medians, sidewalks along both sides of Madison Avenue, drainage facilities, rubberized asphalt pavement overlay, traffic signal modifications, a new pedestrian signal, and continuous bike lanes.

Table NOP-1 describes the existing road configurations within the project limits (Madison Avenue between Sunrise Boulevard and Hazel Avenue) and outlines the proposed changes.

Plates NOP-3 to NOP-10 depicts the conceptual design of the project and striping plan and Plates NOP-11 to NOP-18 show where the proposed project would acquire permanent right-of-way or temporary construction easements (TCE).

Plate NOP-1 Regional Location Map

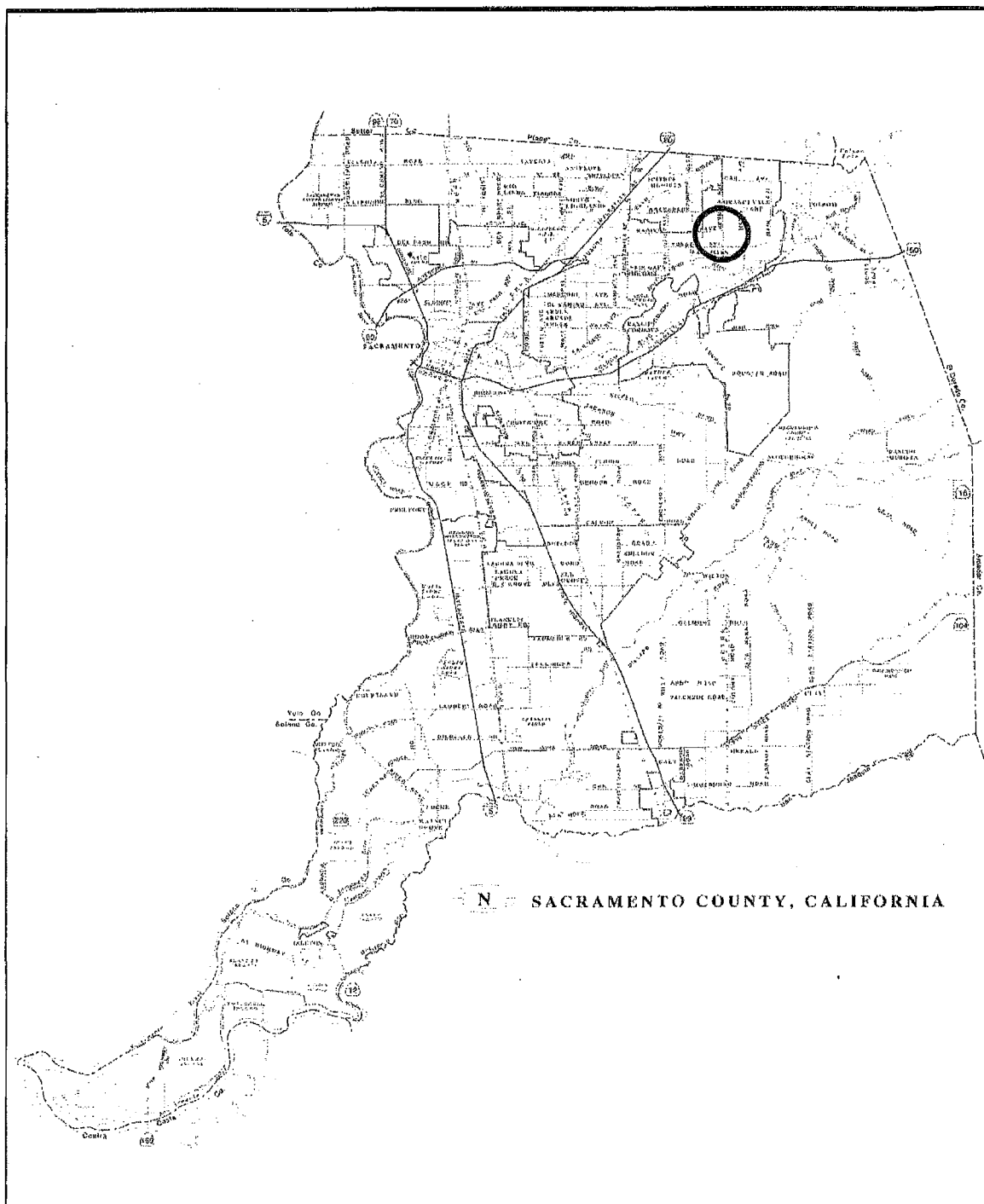


Plate NOP-2: Project Location

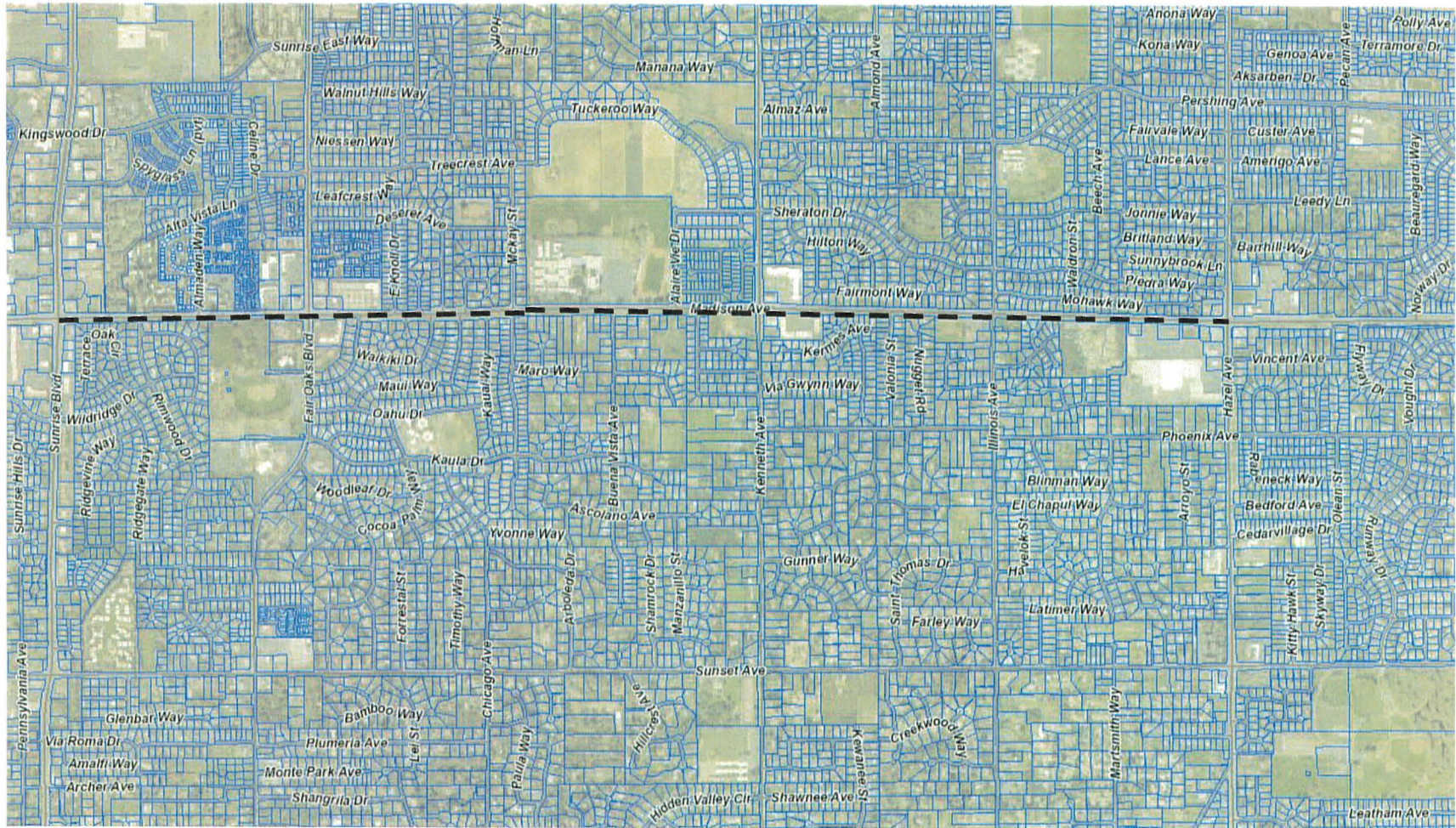


Table NOP-1 Proposed Project Changes

Madison Avenue Roadway Segments (from X to Y intersections)	Existing Road Configuration	Proposed Changes
West of Sunrise Blvd	Three lanes in both direction	Outside project area: no changes
Sunrise Blvd east to Rimwood Dr.	<ul style="list-style-type: none"> • Three through lanes westbound. • Three through lanes eastbound east of Sunrise Blvd. for 275 feet merging to two through lanes west of Rimwood Dr. • Two left turn lanes southbound at the Sunrise Blvd Intersection (westbound). • Approximately 175 feet east of Sunrise there is a designated right turn lane into the shopping center (westbound). • No designated bike lanes • Existing center median has three trees east of Madison Ave. • Eastbound bus stop approximately 185 feet east of Sunrise Blvd. 	<ul style="list-style-type: none"> • Replace center median curbing, existing trees preserved • Striping for eastbound bike lane • Sidewalks eastbound • Replace bus stop on eastbound lane with new pad • New curb ramps including Americans with Disability Act (ADA) improvements at Rimwood Dr.
Rimwood Dr. east to Fair Oaks Blvd.	<ul style="list-style-type: none"> • Three through lanes westbound • Two through lanes eastbound. • Left turns allowed into and out of Rimwood Dr, • Left turns allowed into and out of Almaden Way. • Center median has 13 trees, 3 of these tree are very small. • No bike lane in westbound direction. • Eastbound lane is stripped but not identified as a bike lane. 	<ul style="list-style-type: none"> • Replace center median curbing, existing trees preserved • Striping for eastbound buffered bike lane (Buffered bike lanes are conventional bicycle lanes paired with a designated buffer space (a striped area) separating the bicycle lane from the adjacent motor vehicle travel lane.) • Fair Oaks Blvd restriped to include designated right turn only. Sidewalks eastbound connecting with existing sidewalk approximately 365 feet west of Fair Oaks Blvd. • New curb ramps with ADA improvements at NW & SW corners of Madison Ave. and Fair Oaks Blvd. •
Fair Oaks Blvd. east to McKay St./Chicago Ave.	<ul style="list-style-type: none"> • Three through lanes westbound east of Fair Oaks Blvd for 430 feet merging to two through lanes west of E. Knoll De. • Two through lanes eastbound • Two left turn lanes and right turn only lane at each leg of the intersection at the Fair Oaks Blvd & Madison Ave Intersection. • Eastbound bus stop (bench) approximately 150 east of Fair Oaks Blvd. • Left turn in and left turn out allowed at Kahala Ct and Greenbrier Way. • Center median has 12 trees. Four of these trees are small. • Landscaped buffer area approximately 500 feet east of Fair 	<ul style="list-style-type: none"> • Westbound widened to three lanes from E. Knoll Dr. to McKay St. • Replace center median curbing, existing trees preserved • New raised median will prohibit left turns and U-turns from all side streets on to Madison Ave. • New buffered bike lanes striped eastbound and westbound. • New sidewalk eastbound form approximately 300 feet east of Fair Oaks Blvd. to Chicago Ave. • New sidewalk westbound starting approximately 280 feet east of Fair Oaks Blvd. to McKay St. • Westbound new bus stop approximately 100 feet east of Buena Ventura Way.

Table NOP-1 Proposed Project Changes

Madison Avenue Roadway Segments (from X to Y intersections)	Existing Road Configuration	Proposed Changes
	<p>Oaks Blvd (eastbound) acts as a divider between Madison Ave and McMillan Dr.</p> <ul style="list-style-type: none"> • Landscaped buffer area (westbound) creates a connection between Greenbrier Way and Buena Ventura Way. • Designated bike lanes westbound and eastbound. 	<ul style="list-style-type: none"> • New curb ramps with ADA improvements at NE & SE corners of Madison Ave. and Fair Oaks Blvd. • New curb ramps with ADA improvements at E. Knoll Dr. for both NW and NE corners. • New curb ramps with ADA improvements at Shire Ct. for both NW and NE corners • New curb ramps with ADA improvements at Greenbrier Way for the NW corner • New curb ramps with and sidewalk at small paved area adjacent to westbound lane at Greenbrier Way. • New curb ramps with ADA improvements at Greenbrier Way for the corner of Greenbrier Way and frontage road. • Reposition existing westbound median to widen westbound lanes. • New curb ramps with ADA improvements at NE corner of Madison Ave. and Buena Ventura Way. • New curb ramps with ADA improvements at NE and NW corners of Madison Ave and McKay St. • New curb ramps with ADA improvements at SW and SE corners of Madison Ave. and Chicago Ave. • New buffered bike lane eastbound from Fair Oaks Blvd to Chicago Ave.
<p>McKay St./Chicago Ave. east to Buena Vista Ave.</p>	<ul style="list-style-type: none"> • Two through lanes westbound • Two through lanes eastbound. • Westbound Left turn lane traveling southbound on Chicago Ave. • Eastbound Left turn lane traveling northbound on Buena Vista Ave. • Center median with 6 trees • Eastbound Landscaped buffer area eastbound has hedges and 9 trees that separate Madison Ave. from the frontage road. • Designated bike lanes in both directions. 	<ul style="list-style-type: none"> • Westbound widened to three lanes • Replace center median curbing, existing trees preserved • New sidewalk eastbound • New sidewalk westbound • New bus stop eastbound approximately 90 feet east of Chicago Ave. • New bus stop westbound approximately 190 west of entrance to Bella Vista High School • New buffered bike lane eastbound • New buffered bike lane westbound. • New curb ramps with ADA improvements at both corners of Bella Vista H.S. entrance. • New curb ramps with ADA improvements at SE and SW corners of Madison Ave and Buena Vista Ave. • New sidewalk construction the Buena Vista intersection and Frontage Road.

Table NOP-1 Proposed Project Changes

Madison Avenue Roadway Segments (from X to Y intersections)	Existing Road Configuration	Proposed Changes
Buena Vista Ave. east to Kenneth Ave.	<ul style="list-style-type: none"> • Three through lanes westbound from approximately 220 feet east of Buena Vista Ave. to Kenneth Ave. • The 220-foot right turn pocket lane westbound at Buena Vista Ave. reduces the number of lanes westbound from three to two. • Two through lanes eastbound from Buena Vista Ave to Kenneth Ave. • Bus stop with shelter approximately 145 east of Buena Vista Ave. • Former westbound left turn pocket approximately 250 feet west of Kenneth Ave. was access for former use that has been replaced by Senior housing. • Center median has 8 trees and two former "planters" for trees. • Designated bike lanes in both directions • Southern most sidewalk connects with new senior housing project. 	<ul style="list-style-type: none"> • Widen the westbound 220 feet east of Buena Vista Ave to three lanes • Replace center median curbing, existing trees preserved. • New separated sidewalk (varying width) eastbound from Buena Vista Ave. to Kenneth Ave. • New sidewalk westbound Buena Vista Ave. to Alaire Vie Dr. • New curb ramps with ADA improvements NW corner of Alaire Vie Dr. • New curb ramps with ADA improvements on the SE corner of Kenneth Ave. • Eastbound new right turn lane traveling southbound at Kenneth Ave. • New buffered bike lanes eastbound and westbound
Kenneth Ave. east to Valonia St.	<ul style="list-style-type: none"> • Three through lanes westbound from approximately 215 feet east of Kenneth Ave. then reduces to two lanes. • Westbound existing sidewalk from Kenneth Ave east for approximately 440 feet. Currently no sidewalk from here east to approximately 225 feet west of Hazel Ave. • Three through lanes eastbound for approximately 150' and then it is reduced to two lanes • Westbound left turn lane traveling southbound on Kenneth Ave. • Westbound designated right turn only lane traveling northbound on Kenneth Ave. • Eastbound left turn lane traveling northbound on Kenneth Ave. • Eastbound Right turn lane traveling southbound on Kenneth Ave. • Pedestrian island on the NE & SE corners adjacent to right turn only lane. • Eastbound bus stop (bench only) approximately 170 feet east of Kenneth Ave. • Center median has 15 trees • Designated bike lanes in both directions. 	<ul style="list-style-type: none"> • No change in the lane alignments west and east. • Replace center median curbing, existing trees preserved • New sidewalks westbound from approximately 440 feet east of Kenneth Ave. to Valonia St. Sidewalk divided with a 6 foot landscaped buffer containing trees. • New sidewalk eastbound from approximately 140 feet west of Valonia St to Valonia St. • A new pedestrian signal and crosswalk from eastbound side to westbound side installed approximately 100 feet west of Valonia St. • New curb ramps with ADA improvements SE corner of Valonia St. • New buffered bike lanes eastbound and westbound.

Table NOP-1 Proposed Project Changes

Madison Avenue Roadway Segments (from X to Y intersections)	Existing Road Configuration	Proposed Changes
	<ul style="list-style-type: none"> Eastbound sidewalk from Kenneth Ave to approximately 140 feet west of Valonia St. 	
Valonia St. east to Illinois Ave.	<ul style="list-style-type: none"> Two through lanes westbound Two through lanes eastbound. Westbound left turn lane traveling southbound on Valonia St. Eastbound from Valonia St. no sidewalk for approximately 465 feet. Eastbound bus stop (standing only no sidewalk) approximately 70 feet east of Valonia St. Eastbound sidewalk starts approximately 465 feet east of Valonia St. Sidewalk extends east from here to Illinois Ave. for approximately 625 feet. Eastbound left turn lane traveling northbound on Illinois Ave. Eastbound bus stop/shelter approximately 60 feet west of Illinois Ave. Center median has 6 trees. Designated bike lanes in both directions 	<ul style="list-style-type: none"> Replace center median curbing, existing 5 trees preserved New sidewalks westbound from Valonia St to Illinois Ave. Sidewalk separated with 6 foot buffer from Valonia St. to approximately 310 feet west of Illinois Ave. New curb ramps with ADA improvements on the SE corner Valonia St. Eastbound, approximately 165 feet of new sidewalk east of Valonia St. Eastbound, new bus stop approximately 160 feet east of Valonia St. Eastbound, retain approximately 300 feet without sidewalk to preserve existing oak trees, gap starts just east of new bus pad and ends at existing sidewalk, fronting Fairyvale Church. The new pedestrian signal installed west of Valonia St. permits pedestrians to cross to the north side (westbound side) sidewalk and walk to Illinois Ave. New buffered bike lanes from Valonia St to Illinois Ave.
Illinois Ave. east to Hazel Ave.	<ul style="list-style-type: none"> Two through lanes westbound Two through lanes eastbound. Westbound left turn lane traveling southbound on Illinois Ave. Westbound no sidewalks from 225 west of Hazel Ave. to Illinois Ave. Eastbound no sidewalks for approximately 280 feet east of Illinois Ave. Signalized westbound left turn lane traveling southbound approximately 465 feet west of Hazel Ave. (entrance to Raley's shopping center). Signal approximately 710 feet west of Hazel Ave. Eastbound bus stop (bench) approximately 70' west of Raley's shopping center entrance. Eastbound two left turn lanes traveling northbound on Hazel Ave. Eastbound right turn lane traveling southbound on Hazel Ave. 	<ul style="list-style-type: none"> Replace center median curbing from Illinois Ave. to Raley's entrance, existing trees preserved. New sidewalk westbound from Illinois to approximately 225 feet west of Hazel Ave. New curb ramps with ADA improvements on the SE corner of Illinois Ave. New sidewalk eastbound from Illinois Ave for approximately 280 feet. New bus stop eastbound approximately 160 east of Illinois Ave. Eastbound, new curb ramps with ADA improvements at entrance of Vintage Woods senior housing (8780 Madison Ave.) Relocate median from Raley's turn out to Hazel Ave. Eastbound and westbound, restriping existing bike lanes as buffered bike lanes Illinois to Hazel Ave.

Table NOP-1 Proposed Project Changes

Madison Avenue Roadway Segments (from X to Y intersections)	Existing Road Configuration	Proposed Changes
	<ul style="list-style-type: none"> Center median has 24 trees from Illinois to Raley's turn out Center median is hard scape from Raley's turn out to Hazel Ave. Designated Bike lanes in both directions. 	
East of Hazel Ave.	Two lanes both directions	Outside of project area: No Changes
On Kenneth Ave north and south of Madison Ave.	<ul style="list-style-type: none"> One lane northbound North of Madison Ave. two northbound lanes merging to one lane approximately 160 feet north of Madison Ave. One lane southbound Northbound one left turn lane Northbound one left turn or thru lane. Southbound two left turn lanes. Northbound right turn lane Southbound right turn lane Southbound stripped bike lane. 	<ul style="list-style-type: none"> South of Madison Ave., approximately 250 feet new sidewalk South of Madison Ave., restripe southbound lane to create two separate northbound left turn lanes South of Madison Ave., construct new center median between southbound and northbound lanes Restripe northbound lanes to two left turn only lanes and one northbound thru lane. 2 northbound left turn lanes restriped to add additional 80 feet to turning lanes. Stripe northbound bike lane
On Illinois Ave north and south of Madison Ave.	<ul style="list-style-type: none"> South of Madison Ave., one lane northbound, one lane southbound. North of Madison Ave., one lane northbound. Striped northbound bike lane. North of Madison Ave., southbound one right turn only lane, North of Madison Ave. southbound one left turn or thru lane. North of Madison Ave. northbound Illinois Ave. sidewalk starts approximately 80 feet north of Madison Ave. 	<ul style="list-style-type: none"> South of Madison Ave., northbound construct approximately 120 feet of new sidewalk. South of Madison Ave., restripe northbound and southbound lanes to create northbound bike lane North of Madison Ave., northbound construct approximately 80 feet of new sidewalk. North of Madison Ave., northbound restripe bike lane. North of Madison Ave., southbound lanes; restripe right turn lane and left turn/thru lane to create a bike lane between the right turn and left turn/thru lane. North of Madison Ave., southbound construct approximately 255 feet of new sidewalk.

Plate NOP-3: Proposed Improvements and Stripping Plan



Plate NOP-4: Proposed Improvements and Striping Plan

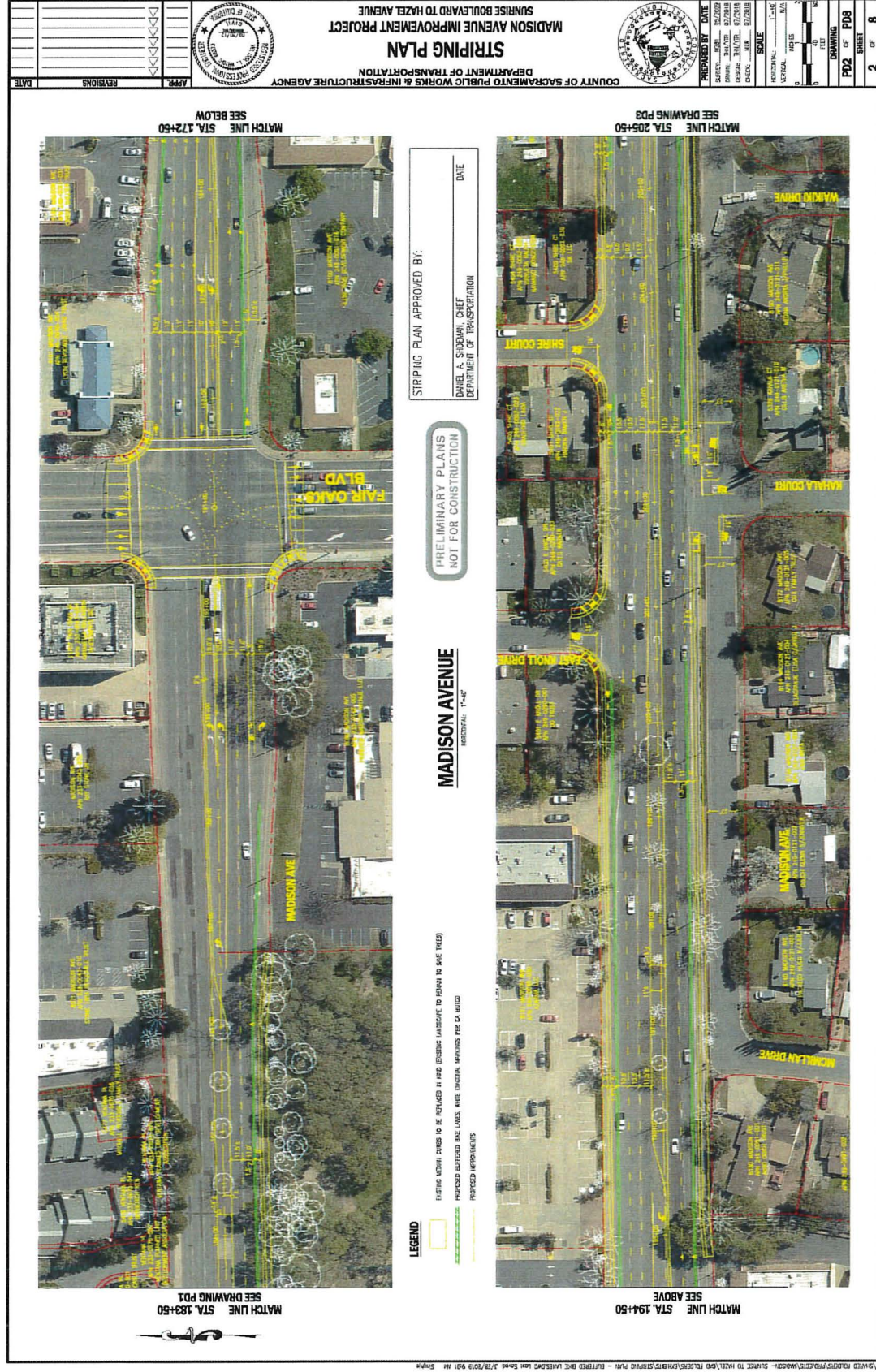


Plate NOP-5: Proposed Improvements and Stripping Plan

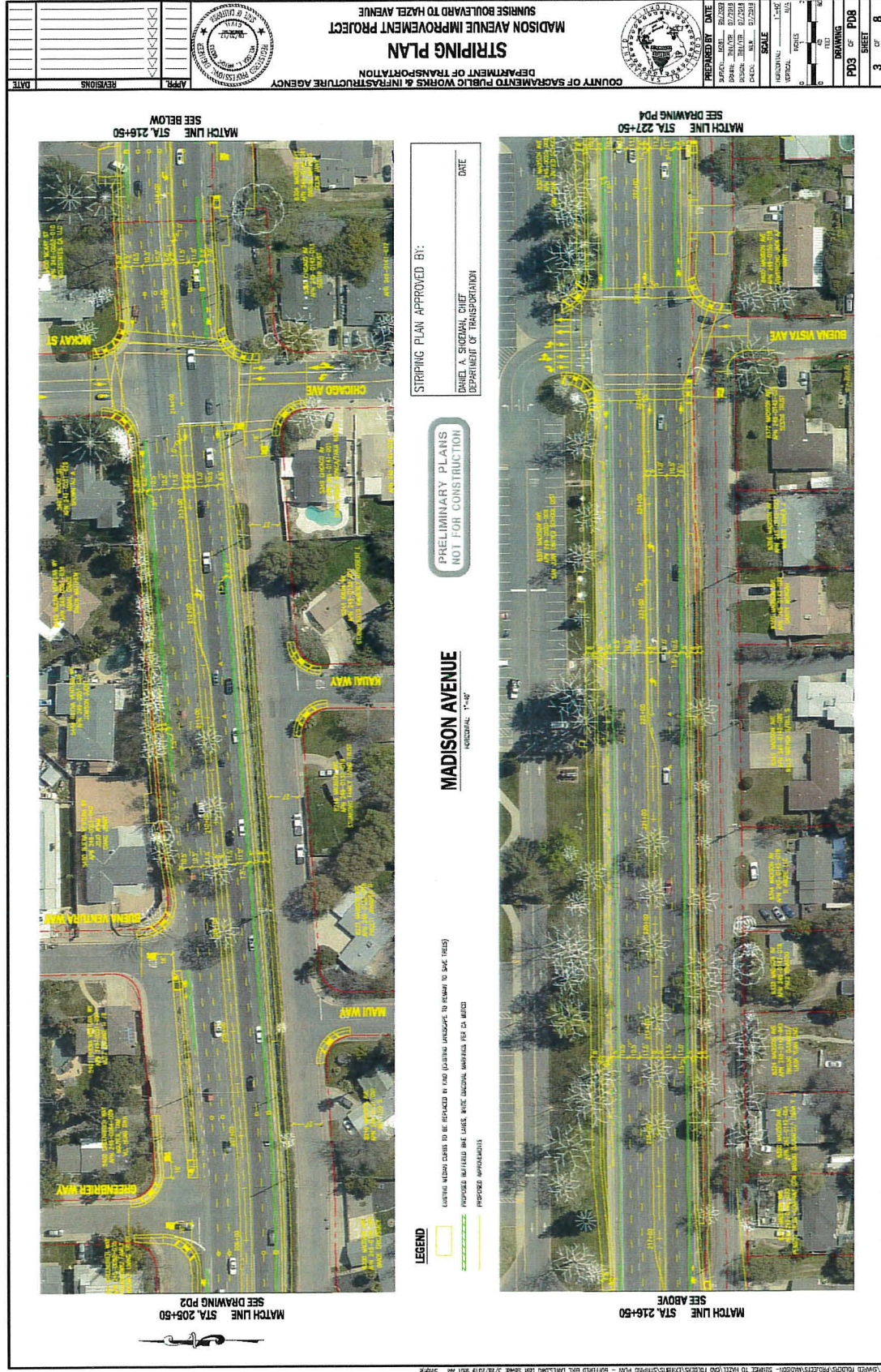


Plate NOP-6: Proposed Improvements and Stripping Plan

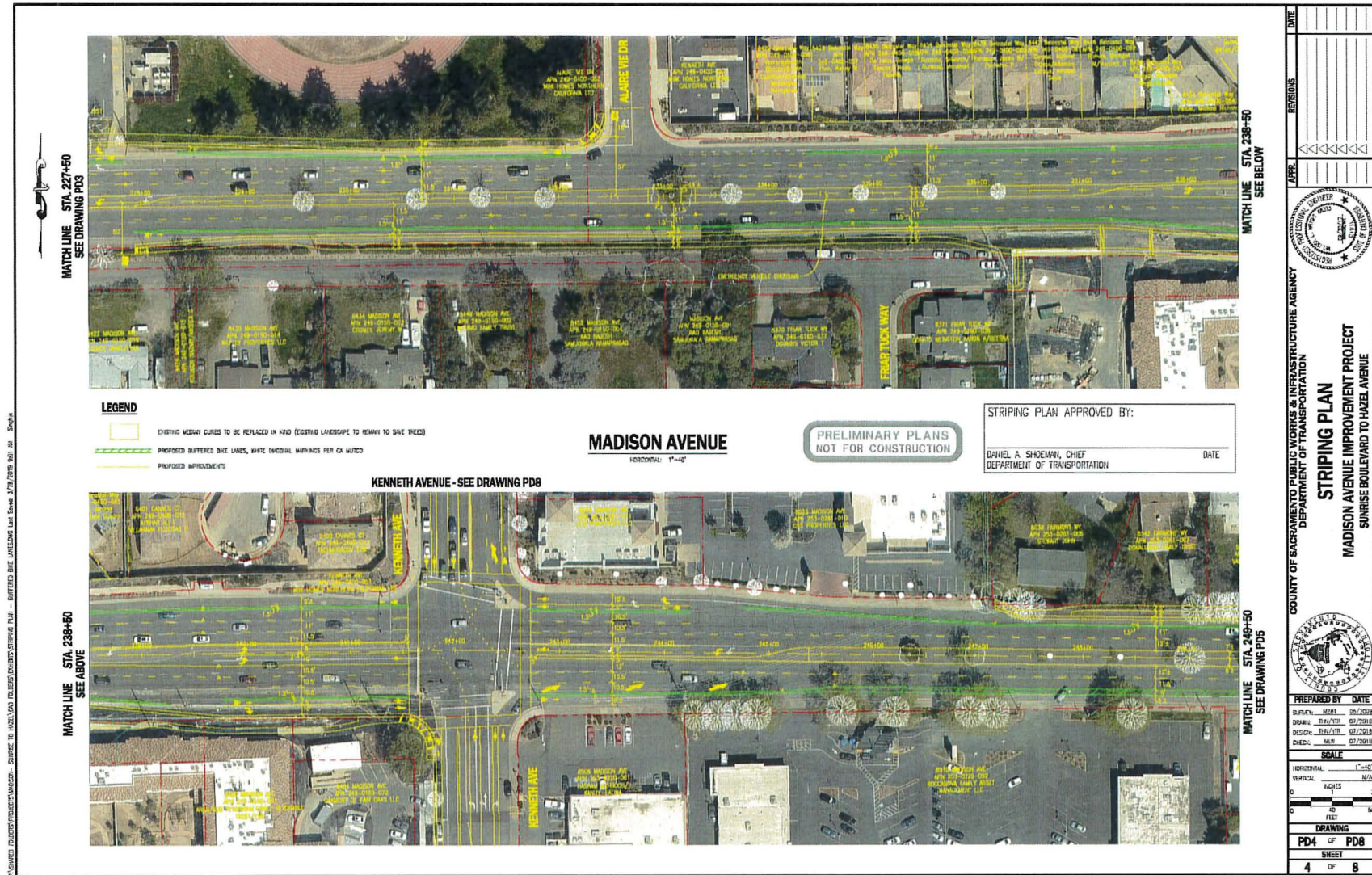


Plate NOP-7: Proposed Improvements and Stripping Plan

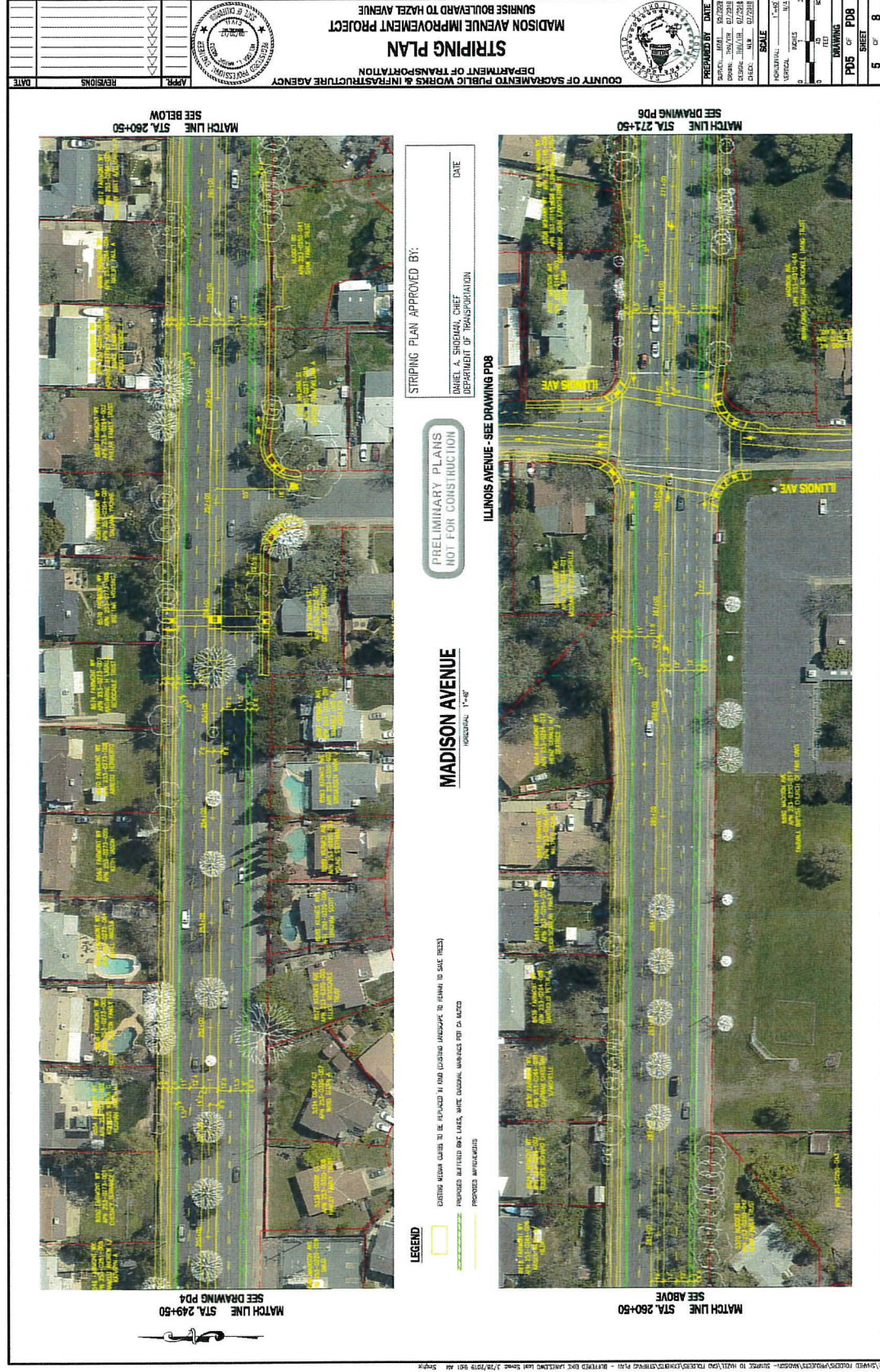


Plate NOP-8: Proposed Improvements and Stripping Plan



Plate NOP-9: Proposed Improvements and Stripping Plan

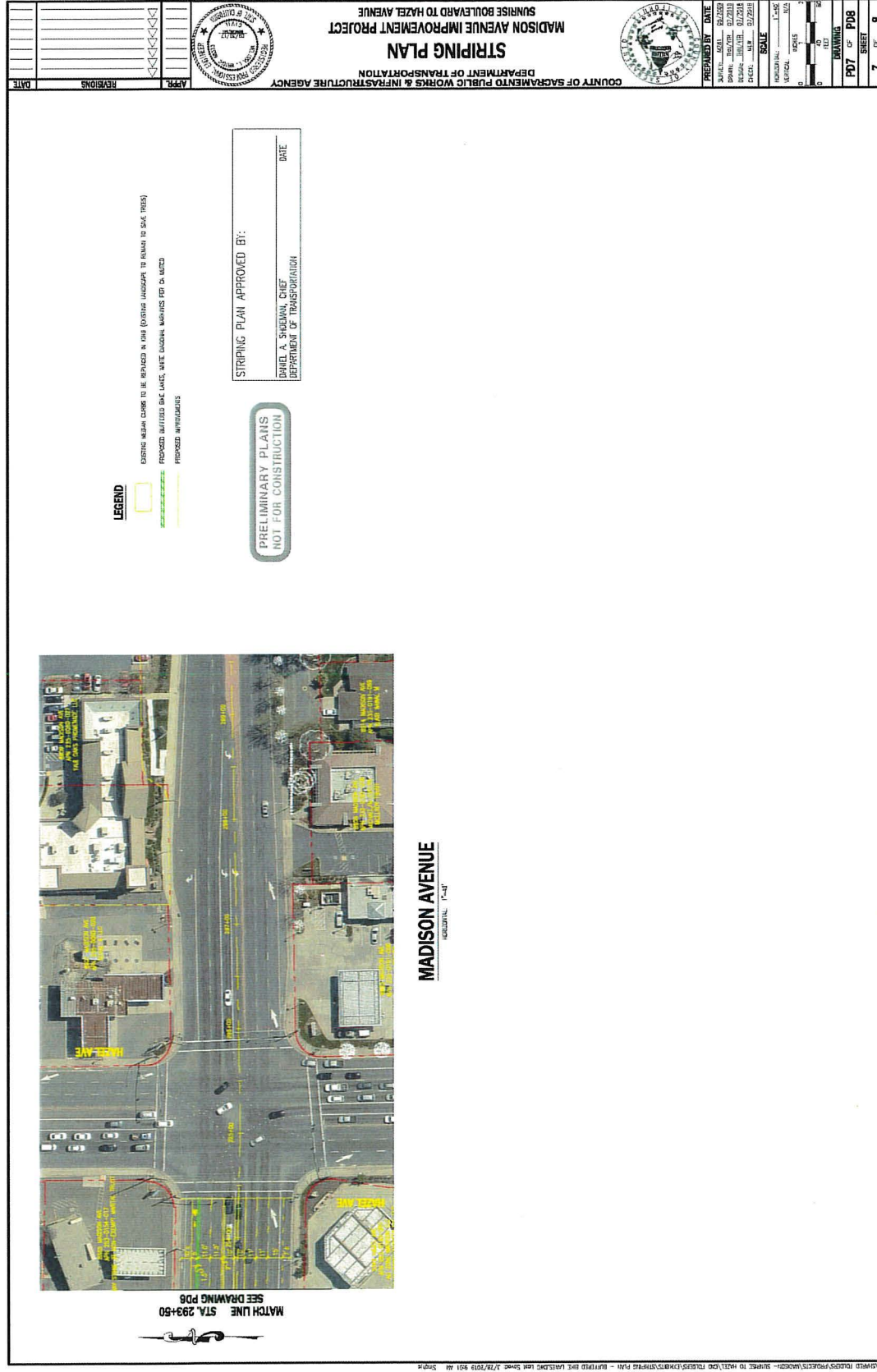
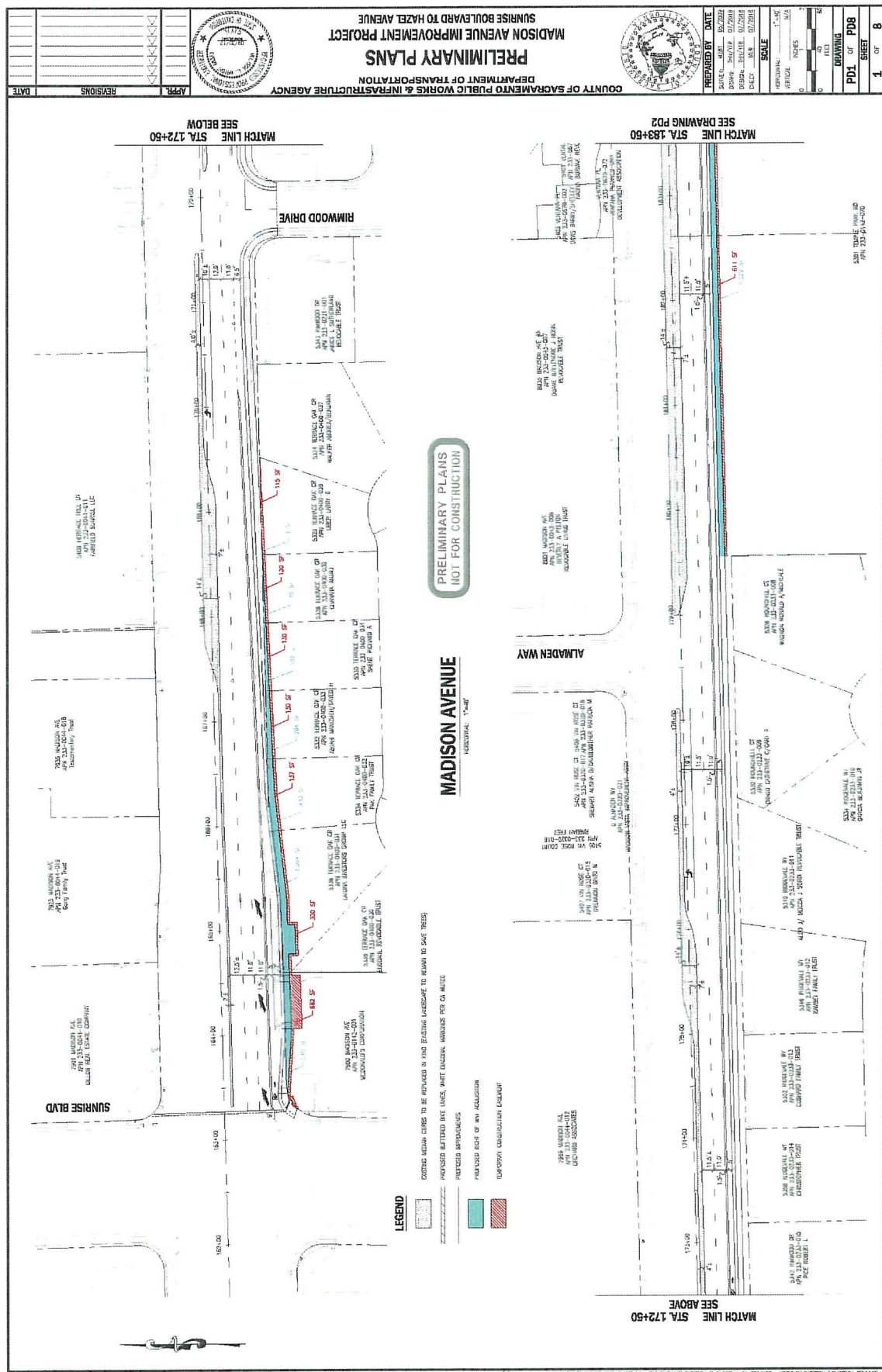


Plate NOP-10: Proposed Improvements and Striping Plan



Plate NOP-11: Right-of-Way Acquisition and Temporary Construction Easements



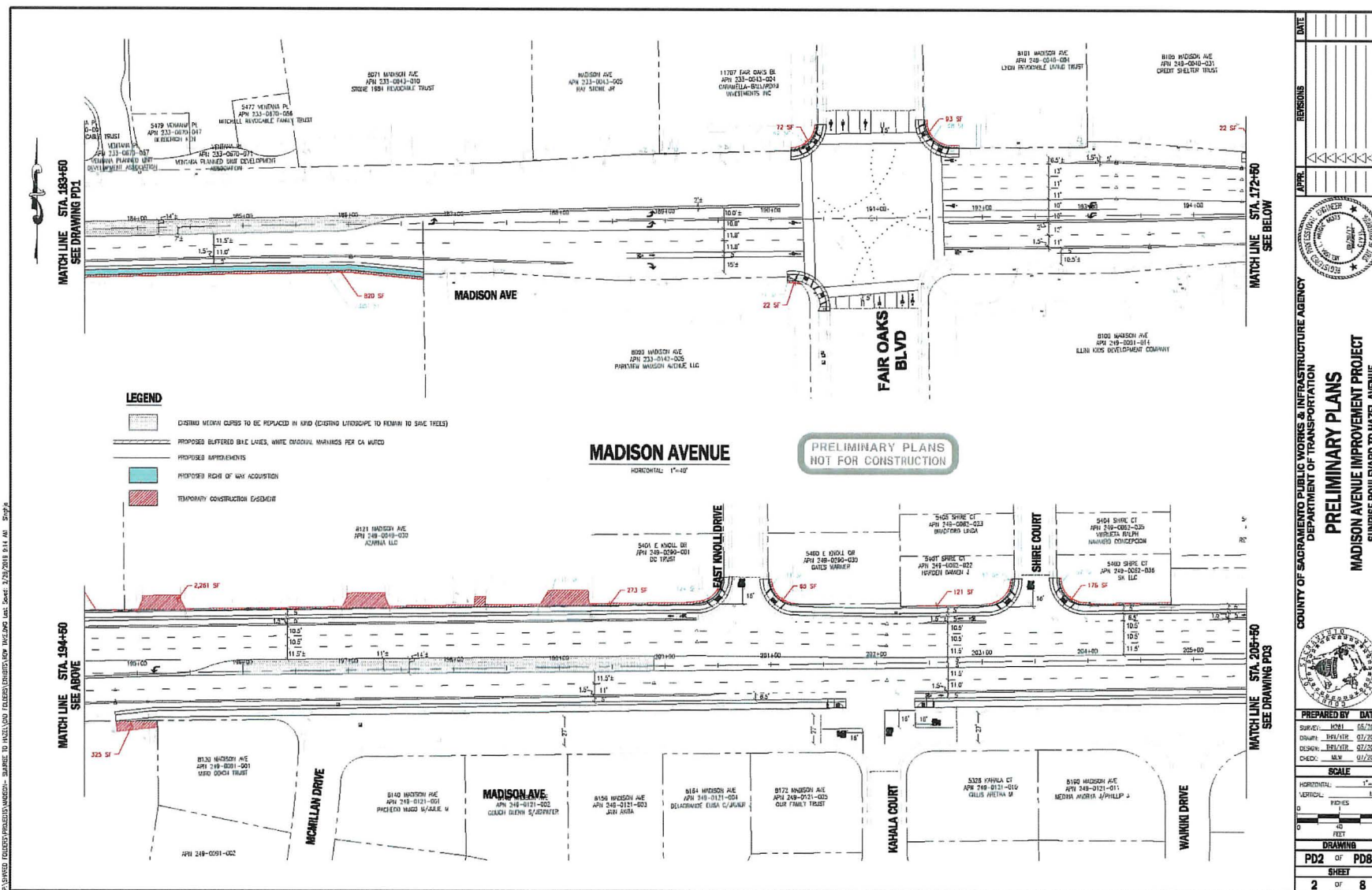
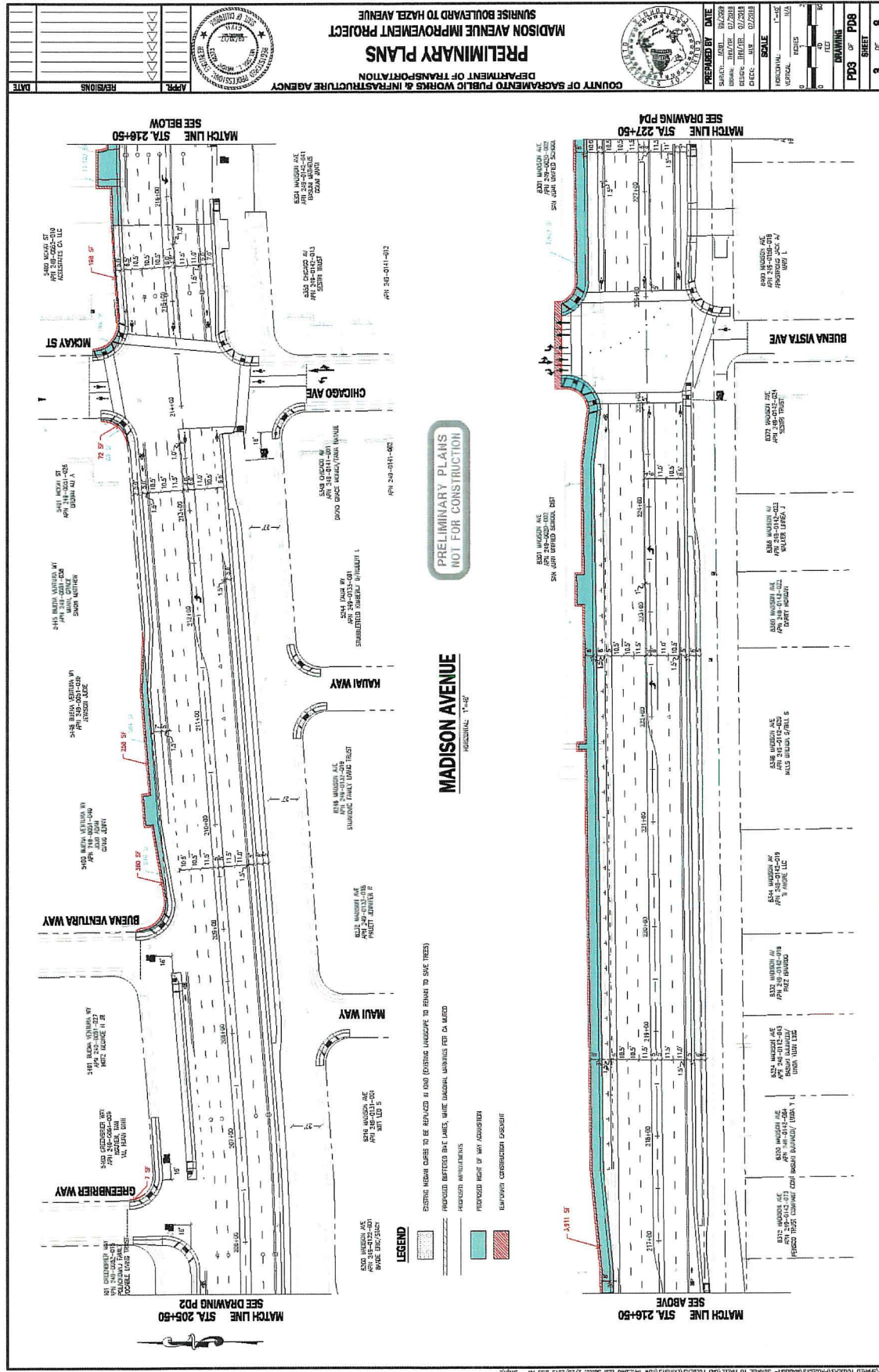


Plate NOP-13: Right-of-Way Acquisition and Temporary Construction Easements



LEGEND

- EXISTING (KNOWN) CURBS TO BE REPLACED IN EXISTING LANDSCAPE TO BRING TO SPEC WIDTH
- PROPOSED BATTERED SIDE LINES, WHITE DASHING, MINIMUM 10' PER CH. WIDTH
- PROPOSED IMPROVEMENTS
- PROPOSED SIDE OF NEW ACQUISITION
- TEMPORARY CONSTRUCTION EASEMENT

PROJECT INFORMATION

CLIENT: COUNTY OF SACRAMENTO PUBLIC WORKS & INFRASTRUCTURE AGENCY
PROJECT: MADISON AVENUE IMPROVEMENT PROJECT
LOCATION: MADISON AVENUE, SACRAMENTO, CA
DATE: 10/15/2019
BY: J. L. [Name]
CHECKED BY: [Name]
SCALE: 1" = 40' (PLAN), 1" = 4' (SECTION)
PROJECT NO.: 2019-000-011
DATE: 10/15/2019

REVISIONS

NO.	DATE	DESCRIPTION
1	10/15/2019	ISSUED FOR PERMIT

PROJECT INFORMATION

CLIENT: COUNTY OF SACRAMENTO PUBLIC WORKS & INFRASTRUCTURE AGENCY
PROJECT: MADISON AVENUE IMPROVEMENT PROJECT
LOCATION: MADISON AVENUE, SACRAMENTO, CA
DATE: 10/15/2019
BY: J. L. [Name]
CHECKED BY: [Name]
SCALE: 1" = 40' (PLAN), 1" = 4' (SECTION)
PROJECT NO.: 2019-000-011
DATE: 10/15/2019

Plate NOP-15: Right-of-Way Acquisition and Temporary Construction Easements

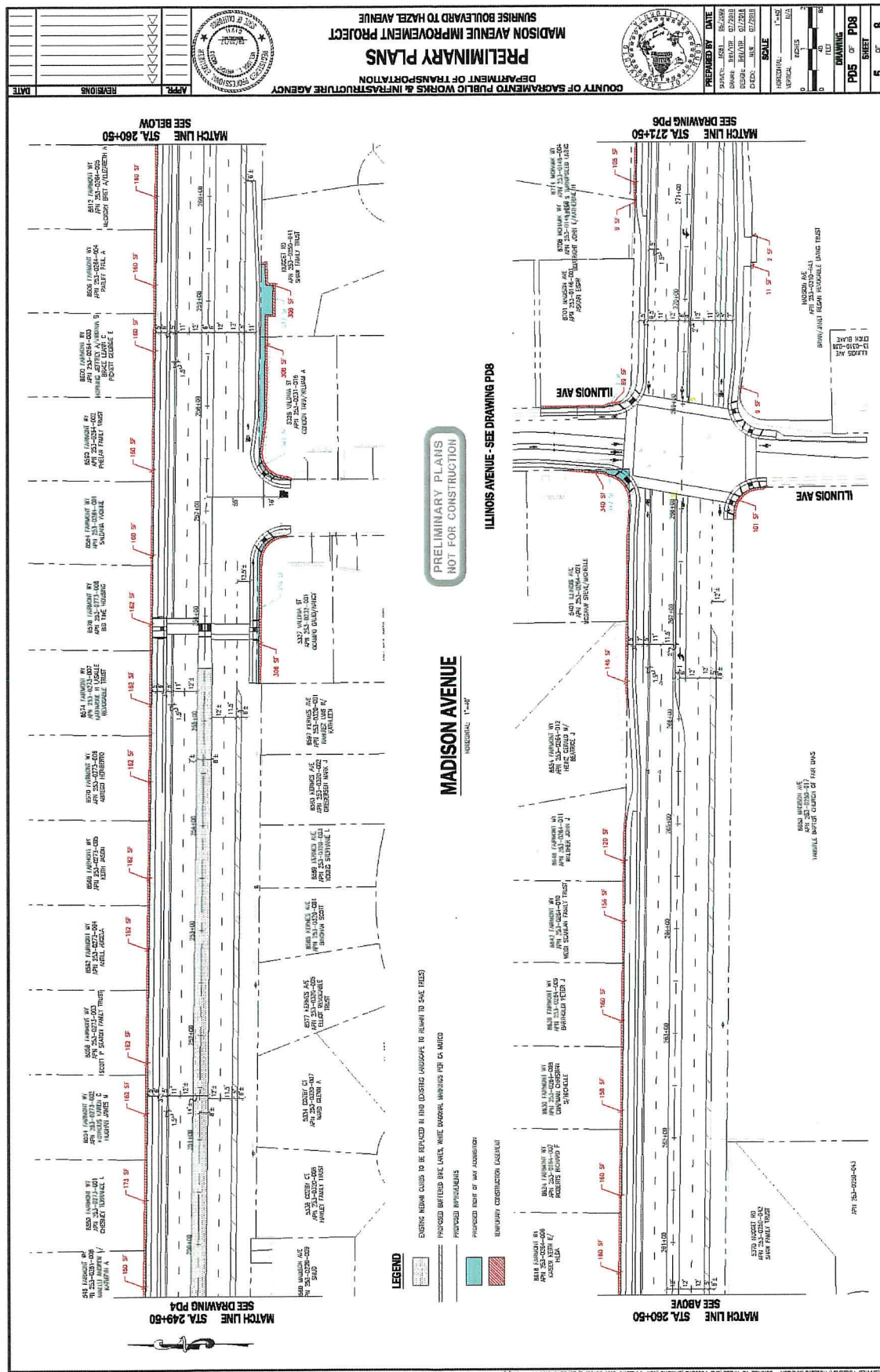
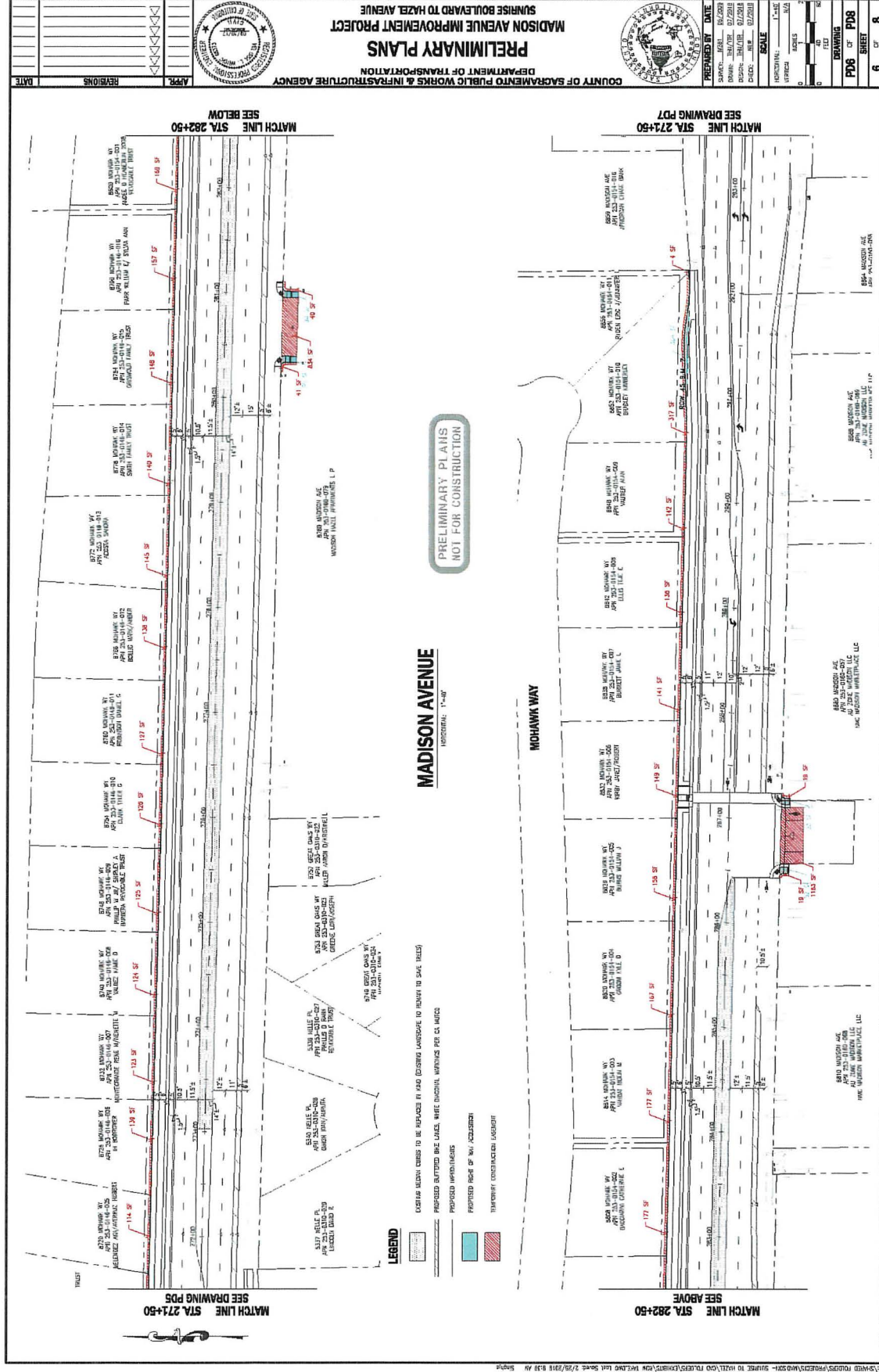


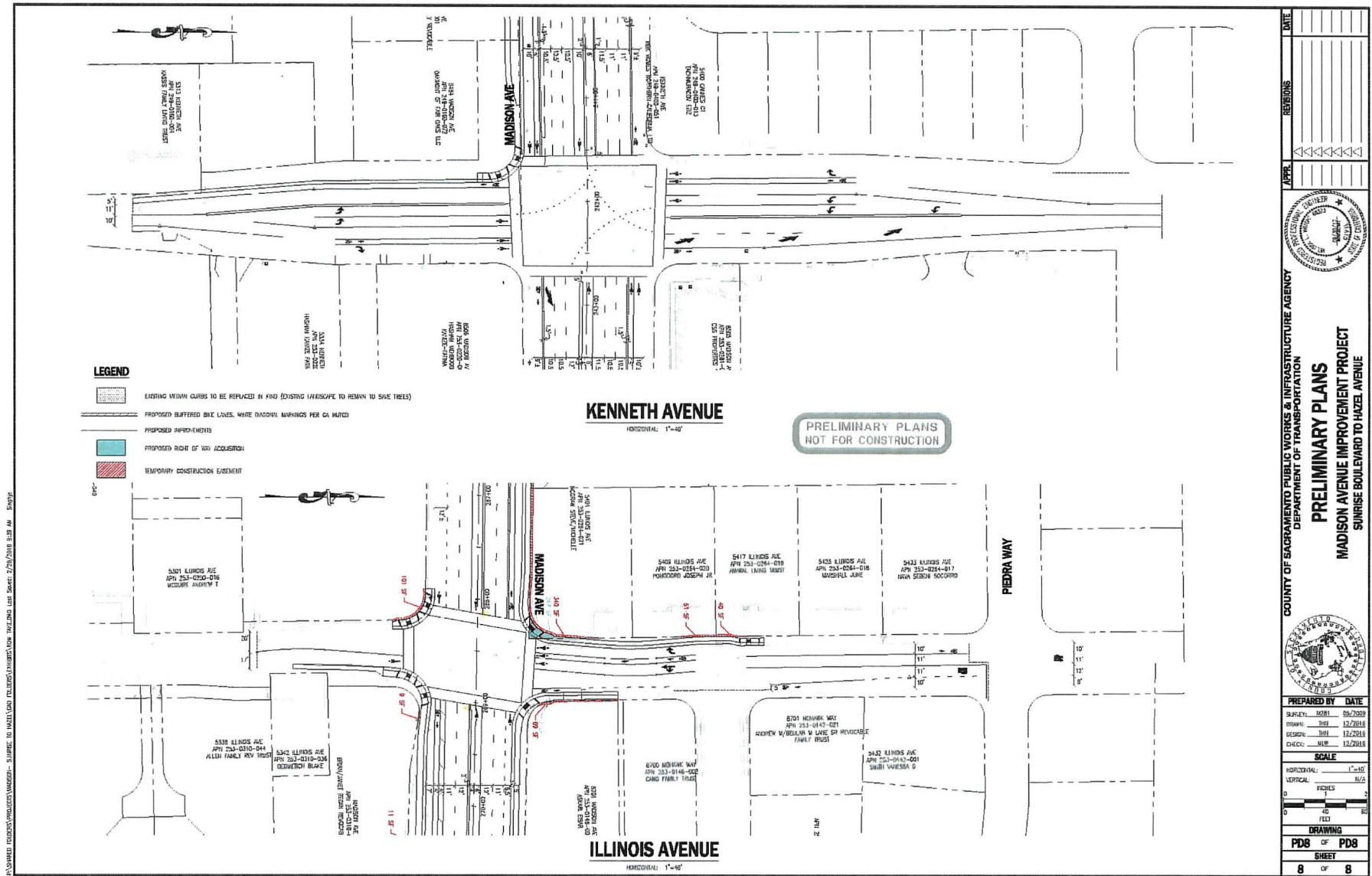
Plate NOP-16: Right-of-Way Acquisition and Temporary Construction Easements



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Plate NOP-18: Right-of-Way Acquisition and Temporary Construction Easements



PROJECT OBJECTIVE:

Project objectives for the improvements to the infrastructure along Madison Avenue are to improve traffic circulation and to increase safety for pedestrians and bicyclists. The General Plan Amendment to designate Madison Avenue as a Smart Growth Street includes objectives to meet the Smart Growth Street goal to enable safe and efficient mobility and access for all users while positively contributing to the adjacent corridor, surrounding community and natural environment. These objectives include:

- Incorporating “green infrastructure” to the greatest extent feasible.
- Design corridors that equitably accommodate all users, and complement the unique characteristics of the surrounding community and mix of uses.
- Create and/or improve community identity by coordinating improvement to the streetscape and the surrounding corridor to achieve a consistent look and feel or carry through a specific “theme.”

ENVIRONMENTAL/LAND USE SETTING:

The area surrounding Madison Avenue from Sunrise Boulevard to Hazel Avenue is composed of commercial and residential land uses that also include educational and recreational uses adjacent to the roadway (i.e., Buena Vista High School and Fair Oaks Park, respectively). The City of Citrus Heights borders the northern side of Madison Avenue from Sunrise Boulevard to approximately 315 feet west of Fair Oaks Boulevard.

The south side of Madison Avenue from Sunrise Boulevard to Hazel Avenue and the north side of Madison Avenue from the border with the City of Citrus Heights and Hazel Avenue – is located within the Fair Oaks community of unincorporated Sacramento County. Properties within unincorporated Sacramento County are zoned Shopping Center (SC), Limited Commercial (LC), Auto Commercial (AC), Residential Density 20 (RD-20), Residential Density 10 (RD-10), Residential Density 5 (RD-5), Residential Density 3 (RD-3), Residential Density 2 (RD-2) and Recreation/Open Space (O). There is one Special Planning Area (SPA) identified as the Madison/Kenneth SPA. Plate NOP-19 shows the zoning for the project area within the County.

Parcels within the City of Citrus Heights are zoned Shopping Center (SC), Residential 20 (RD20), Residential 20 (Planned Development) (RD20(PD)), Business Professional (BP) and Limited Commercial (LC) (Plate NOP-20).

PROBABLE ENVIRONMENTAL EFFECTS/EIR FOCUS:

The EIR will analyze potential environmental impacts associated with land use, aesthetics, public services, hydrology and water quality, traffic and circulation, air quality, greenhouse gas emissions, noise, biological resources, cultural resources, and hazards and hazardous materials. Mitigation measures will be suggested as appropriate and consistent with local, state, and federal policies. A Mitigation and Monitoring Reporting Program will be created to ensure compliance with adopted mitigation measures.

INTENDED USES OF THE EIR:

The Sacramento County Board of Supervisors and the City of Citrus Heights City Council (as necessary) will use the EIR to consider the environmental effects, mitigation measures, and alternatives in the process of rendering a decision to approve or deny the proposed project. The EIR will serve as an information document for the general public and directly affected property owners as well. The EIR will also be used as needed for subsequent discretionary actions, which may be required by other regulatory agencies such as the Regional Water Quality Control Board, the

Sacramento Metropolitan Air Quality Management District, SMUD, PGE, other public utilities, and the Public Utilities Commission.

Plate NOP-20: City of Citrus Heights Zoning

