

CLEAR CHANNEL OUTDOOR DIGITAL FREEWAY SIGN CONDITIONAL USE PERMIT AND OPERATING AGREEMENT PROJECT

Initial Study/Mitigated Negative Declaration



2729 Prospect Park Drive
Rancho Cordova, CA 95670

August 2014

INITIAL STUDY/MITIGATED NEGATIVE
DECLARATION
FOR
CLEAR CHANNEL OUTDOOR DIGITAL FREEWAY
SIGN CONDITIONAL USE PERMIT AND
OPERATING AGREEMENT PROJECT
CITY OF RANCHO CORDOVA, CALIFORNIA

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AUGUST 2014

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INTRODUCTION

1.1 INTRODUCTION AND REGULATORY GUIDANCE

This document is an Initial Study and Mitigated Negative Declaration (IS/MND) prepared pursuant to the California Environmental Quality Act (CEQA) for the proposed Clear Channel Digital Freeway Sign Conditional Use Permit and Operating Agreement project (hereafter referred to as the proposed project). This IS/MND has been prepared in accordance with CEQA, Public Resources Code Section 21000 et seq., and the State CEQA Guidelines.

An initial study is conducted by a lead agency to determine whether a project may have a significant effect on the environment. In accordance with CEQA Guidelines Section 15064, an environmental impact report (EIR) must be prepared if the initial study indicates that the project under review may have a potentially significant impact on the environment. A negative declaration may be prepared instead, if the lead agency prepares a written statement describing the reasons why a proposed project would not have a significant effect on the environment and therefore why it does not require the preparation of an EIR (CEQA Guidelines Section 15371). According to CEQA Guidelines Section 15070, a negative declaration shall be prepared for a project subject to CEQA when either:

- a) *The Initial Study shows there is no substantial evidence, in light of the whole record before the agency, that the proposed project may have a significant effect on the environment, or*
- b) *The Initial Study identified potentially significant effects, but:*
 - 1) *Revisions in the project plans or proposals made by or agreed to by the applicant before the proposed negative declaration is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and*
 - 2) *There is no substantial evidence, in light of the whole record before the agency, that the proposed project as revised may have a significant effect on the environment.*

In this case, the Initial Study shows that there is no substantial evidence, in the light of the whole record, that the proposed project may have a significant effect on the environment. Therefore, a Negative Declaration has been prepared.

The Rancho Cordova City Council certified the Rancho Cordova General Plan EIR (GP EIR) on June 26, 2006 (State Clearinghouse Number 2005022137). The GP EIR was prepared as a program EIR pursuant to CEQA Guidelines Section 15168.

The proposed project is within the scope of activities and land uses studied in the GP EIR. However, specific information about the proposed project was not known at the time of the preparation of the GP EIR, and the project-specific impacts resulting from implementation of the proposed project were not fully identified in the GP EIR. Therefore, additional analysis and potential mitigation of the environmental effects of the proposed project are required. CEQA Guidelines Section 15183 provides guidance as to the scope of this subsequent analysis. CEQA Guidelines Section 15183 states:

- a) *CEQA mandates that projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might*

1.0 INTRODUCTION

be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies.

- b) *In approving a project meeting the requirements of this section, a public agency shall limit its examination of environmental effects to those which the agency determines, in an Initial Study or other analysis:*
- 1) *Are peculiar to the project or the parcel on which the project would be located.*
 - 2) *Were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan, with which the project is consistent.*
 - 3) *Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action, or*
 - 4) *Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.*

This IS/MND addresses project-specific impacts that were not fully addressed in the GP EIR. Additionally, this IS/MND summarizes the City's findings relating to the GP EIR and how the criteria set forth in CEQA Guidelines Section 15183 have been met.

The GP EIR analyzed the environmental effects of the implementation of the twelve policy elements of the General Plan. The twelve policy elements concentrated on providing policy guidance in the following areas:

- Land Use
- Urban Design
- Economic Development
- Housing
- Circulation
- Open Space, Parks, and Trails
- Infrastructure, Services, and Finance
- Natural Resources
- Cultural and Historic Resources
- Safety
- Air Quality
- Noise

In adopting the General Plan and certifying the GP EIR as complete and adequate, the City Council adopted findings of fact and a statement of overriding considerations for those impacts that could not be mitigated to less than significant levels.

Impacts deemed in the GP EIR to be significant and unavoidable included the following:

- Conflicts with applicable land use plans
- Various impacts on agricultural land
- Conflicts with Williamson Act contracts
- Substantial population, housing, and employment growth
- Deficient traffic level of service by 2030
- Worsening of already unacceptable operations on US-50

- Conflicts with the Regional Ozone Attainment Plan
- Significant construction-based pollutant emissions
- Significant operational pollutant emissions
- Significant emissions of toxic air contaminants
- Creation of construction, traffic, and operational noise above standards
- Creation of new noise-sensitive land uses within airport noise areas
- Loss of availability of aggregate resources
- Impacts on water supply (both availability of water and infrastructure required)
- Impacts to habitat and individuals of special-status species
- Impacts to raptors, migratory birds, and other wildlife
- Impacts to jurisdictional waters of the United States
- Impacts to animal movement corridors
- Loss of native and landmark trees
- Disturbance of cultural resources and human remains
- Environmental impacts resulting from the need for more wastewater infrastructure
- Degradation of the existing visual character of the area

The GP EIR also identified several cumulative impacts that would be cumulatively considerable and significant and unavoidable, including the following:

- Conflicts with area land use plans
- Conversion of farmland to other uses and agricultural/urban interface conflicts
- Substantial population, housing, and employment growth
- Significant impacts to area traffic level of service
- Increases in regional ozone and particulate matter emissions
- Increases in regional traffic and operational noise
- Cumulative loss of mineral resources
- Increased regional demand for water supply and need for water infrastructure
- Cumulative loss of biological resources
- Cumulative loss of cultural resources
- Increases in wastewater treatment capacity and infrastructure
- Changes in area visual character and landscape

Detailed information regarding both the project impacts and cumulative impacts identified above is included in the GP EIR. The GP EIR is available online at <http://gp.cityofranhocordova.org> and on request at the City at the following address:

City of Rancho Cordova
Planning Department
2729 Prospect Park Drive
Rancho Cordova, CA 95670

In accordance with CEQA Guidelines Section 15183, a discussion of each of the impacts found to be significant in the GP EIR and the relative impact of the proposed project in each of those categories is provided in this IS/MND. This IS/MND incorporates the GP EIR by reference.

1.0 INTRODUCTION

1.2 LEAD AGENCY

The lead agency is the public agency with primary responsibility over a proposed project.

As the proposed project is to be carried out by a private development company and because the City of Rancho Cordova has general governmental powers over the proposed project, the lead agency for the proposed project is the City of Rancho Cordova.

1.3 PURPOSE AND ORGANIZATION OF THE DOCUMENT

The purpose of this IS/MND is to evaluate the potential environmental impacts of the proposed project.

This document is divided into the following sections:

1.0 Introduction – Provides an introduction and describes the purpose and organization of this document.

2.0 Project Description – Provides a detailed description of the proposed project.

3.0 Environmental Setting, Impacts, and Mitigation Measures – Describes the environmental setting for each of the environmental subject areas (as described in Appendix G of the CEQA Guidelines), evaluates a range of impacts classified as “no impact,” “less than significant impact,” or “less than significant impact with mitigation incorporated” in response to the environmental checklist, and provides mitigation measures, where appropriate, to mitigate potentially significant impacts to a less than significant level.

4.0 Cumulative Impacts – Provides a discussion of cumulative impacts of the proposed project.

5.0 Determination – Provides the environmental determination for the proposed project.

6.0 Report Preparation and Consultations – Identifies staff and consultants responsible for preparation of this document.

7.0 References – Provides a list of references used to prepare the IS/MND.

1.4 REGULATORY FRAMEWORK AND ASSUMPTIONS

The proposed project is subject to the policies and designations of the City of Rancho Cordova General Plan (hereafter referred to as the General Plan). For the purposes of this document, GP EIR refers to the entirety of the General Plan EIR, GP FEIR refers to the Final EIR for the General Plan, and GP DEIR refers to the Draft EIR for the General Plan. The proposed project is also subject to the applicable provisions of the City’s Municipal Code, the California Building Code, and other local, state, and federal regulations related to digital freeway signs.

PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The proposed project includes the development of an outdoor digital freeway sign to be located on the site of an existing landscape material supply company located at 12137 Folsom Boulevard (APN 069-0160-004) (hereafter installation site). The installation site is located adjacent to the south side of US Highway 50 (US-50), approximately 1,500 feet west of the Hazel Avenue/US-50 eastbound off-ramp in northeastern Rancho Cordova (see **Figure 1** and **Figure 2**).

In addition, the proposed project includes removal of one existing traditional billboard located at 2300 Mine Shaft Lane (APN 072-0231-014) (hereafter removal site), adjacent to the south side of Folsom Boulevard and US-50, approximately 4,400 feet west of the Hazel Avenue/US-50 eastbound on-ramp and approximately 3,400 feet west of the installation site (see **Figure 2**).

2.2 PROJECT CHARACTERISTICS

The proposed project includes a Conditional Use Permit and Operating Agreement for construction of a digital freeway sign on the site of the existing Nimbus Landscape Materials (APN 069-0160-004). The project site is located within the City's Digital Freeway Signs Overlay area, as identified in Figure 23.743-8 of the Zoning Code. The project site and the surrounding areas are zoned Light Industrial (M-1). The project site is fully developed and contains ten large redwood trees along the US-50 frontage.

The proposed digital freeway sign would be 60 feet in height and would have two digital display areas measuring 14 feet by 46 feet, for a sign area of 644 square feet on each side. Decorative pole cladding would surround the center-mounted pole base (see **Figure 3**). From a top view, the sign would be V-shaped measuring 25 feet deep on the south side and 7 feet deep on the north side. This configuration would allow the sign faces to be oriented for optimal viewing by travelers in both directions along US-50 and Folsom Boulevard. Each sign would provide digital messaging, at a change frequency of no less than 8 seconds per message, primarily for commercial enterprise. The sign would also provide emergency responders and the City with access to the message board for emergency messaging (such as Amber Alerts) and other community messaging.

The highest level of illumination, approximately 10 foot-candles, occurs immediately perpendicular to and at the sign face. Foot-candles taper off with distance from the sign face; at 250 feet, illumination would be no more than 0.3 foot-candles, basically equal to ambient light levels. Illumination would be directed such that minimal light spill would occur on either side or the top or bottom of the sign face. The project applicant indicates that the digital freeway sign would be provided 100 amp (amperage) service from the electricity provider. This is approximately one-half of the amperage provided to most residential homes (200 amperage). The sign is estimated to utilize, based on the current technology, approximately 120,000 kilowatt-hours (kWh) per year of electricity, based on a monthly average of 10,000 kWh. The average annual electricity consumption for a US residential utility customer was 10,837 kilowatt-hours (kWh), an average of 903 kWh per month (EIA 2014).

Overall construction of the proposed sign is anticipated to begin on November 1, 2014, and would take approximately one to two weeks to complete. No grading is anticipated; however, approximately 4 cubic yards of soil would be exported from the site to accommodate the sign footing. Construction equipment required would include a bore/drill rig, crane, excavator, cement truck, and trencher. No paving would be required.

2.0 PROJECT DESCRIPTION

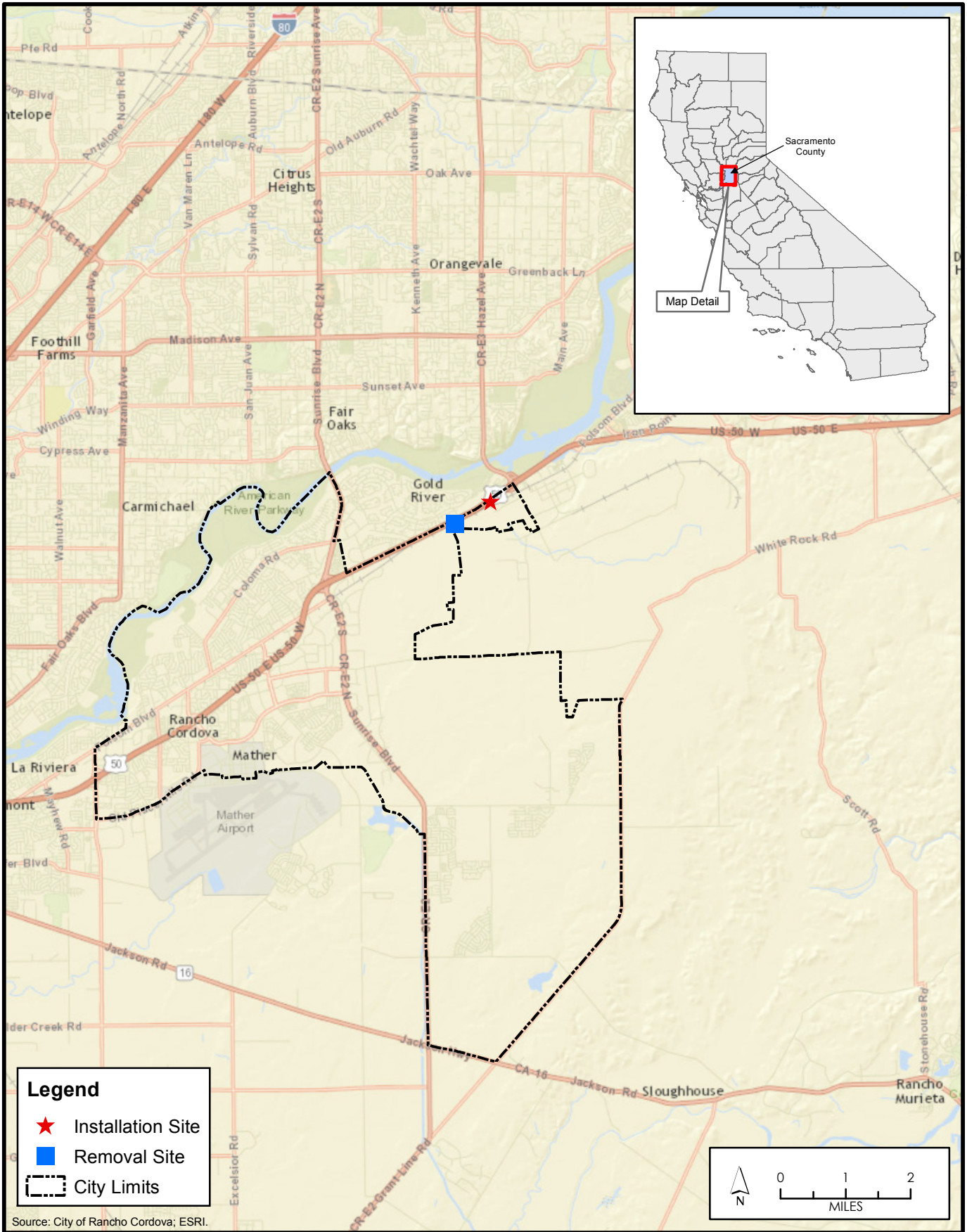
As required by the Zoning Code standards regulating digital freeway signs, the project would also include removal of a traditional billboard located at 2300 Mine Shaft Lane (APN 072-0231-014), adjacent to the south side of Folsom Boulevard (removal site). The proposed removal of the traditional billboard would include removal of the footing below grade, some filling of the area where the pole was installed, and a return of the surface to that of the surrounding area, which involves repaving in the surrounding parking lot. The project applicant would also contribute funding to Phase 4 of the Folsom Boulevard Improvement Project to improve the visual character of the Folsom Boulevard corridor.

2.3 REQUIRED PROJECT APPROVALS

The proposed project consists of the following application requests:

- Conditional Use Permit
- Operating Agreement

Following issuance of the City's Conditional Use Permit and a building permit for the proposed digital freeway sign, the project applicant would apply for and be issued a permit from the California Department of Transportation (Caltrans) prior to sign installation.



Source: City of Rancho Cordova; ESRI.



City of Rancho Cordova
 Planning Department

Figure 1
 Regional Vicinity

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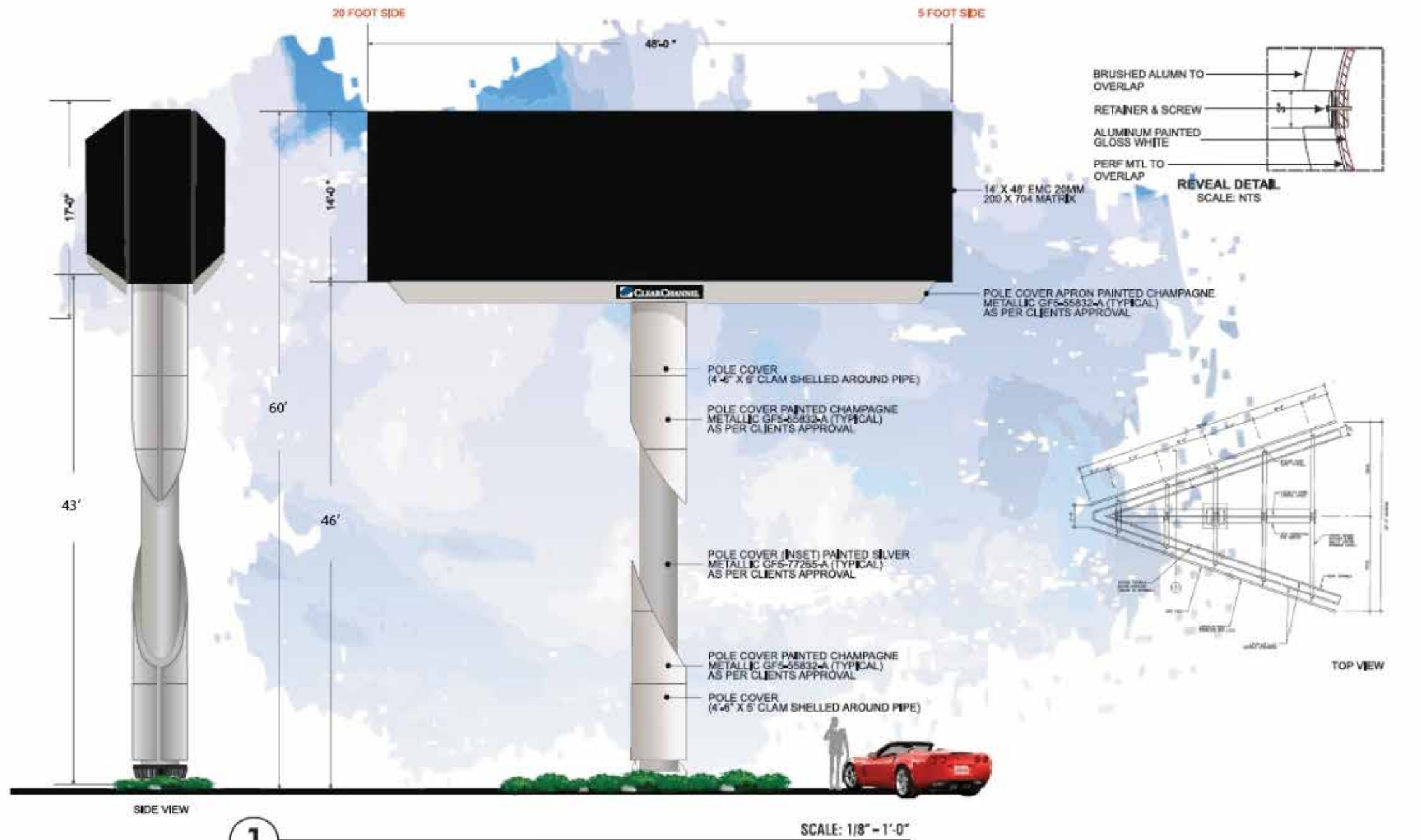


City of Rancho Cordova
Planning Department

Figure 2

Installation and Removal Site Locations

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1 QUANTITY (1) MANUFACTURE AND DELIVER
 SQUARE FOOTAGE: 770.0

ELECTRICAL LOAD: _____
 PRIMARY POWER TO BE PROVIDED BY CUSTOMER

FIELD SURVEY REQUIRED PRIOR TO PRODUCTION

Proposal:

- 14' x 48' Digital
- Decorative Pole Cover
- New Message Center would be tied in with Emergency Message Network
- City would gain Community Messaging on Sign
- Proposed Sign Height = 60 ft

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REMOVALS:

DEVELOPMENTS:



Existing: 14' x 48' Traditional



Proposed: 14' x 48' Digital

**NO NET
INCREASE IN
HWY 50 BILLBOARDS**

Figure 4
View of Existing Traditional Billboard and Simulated View of Proposed Electronic Sign

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**ENVIRONMENTAL SETTINGS, IMPACTS,
AND MITIGATION MEASURES**

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

3.1 INTRODUCTION

This section provides an evaluation of the potential environmental impacts of the proposed project, including the CEQA Mandatory Findings of Significance. There are 17 specific environmental issues evaluated in this section. Cumulative impacts to these issues are evaluated in Section 4.0. The environmental issues evaluated in this chapter include:

- Aesthetics
- Agriculture and Forest Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities and Service Systems

For each issue area, one or two of five conclusions is made, as appropriate:

- **No Impact:** No project-related impact to the environment would occur with project development.
- **Less Than Significant Impact:** The proposed project would not result in a substantial and adverse change in the environment. This impact level does not require mitigation measures.
- **Less Than Significant Impact With Mitigation Incorporated:** The proposed project would result in an environmental impact or effect that is potentially significant, but the incorporation of mitigation measure(s) would reduce the project-related impact to a less than significant level.
- **Potentially Significant Impact:** The proposed projects would result in an environmental impact or effect that is potentially significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- **Reviewed Under Previous Document:** The impact has been adequately addressed in previous environmental documents, and further analysis is not required. The discussion will include reference to the previous documents.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

3.2 INITIAL ENVIRONMENTAL STUDY

1. **Project Title:** Clear Channel Digital Freeway Sign Conditional Use Permit and Operating Agreement
2. **Lead Agency Name and Address:** City of Rancho Cordova
2729 Prospect Park Place
Rancho Cordova, CA 95670
3. **Contact Person and Phone Number:** Jessica Jordan; (916) 851-8756
4. **Project Location:** The project site is located at 12137 Folsom Boulevard, adjacent to eastbound US Highway 50, west of Hazel Avenue, in Rancho Cordova.

Removal of an existing billboard would occur at 2300 Mine Shaft Lane along Folsom Boulevard, in Rancho Cordova.
5. **Project Sponsor's Name and Address:** Clear Channel Outdoor
Michael Wagener
401 Slobe Avenue
Sacramento, CA 95815
(916) 492-1303
6. **Current Zoning:** Light Industrial (M-1)
Digital Freeway Signs Overlay
7. **General Plan Designation:** Folsom Boulevard Planning Area
8. **APN Number(s):** 069-0160-004 and 072-0231-014
9. **Description of the Project:** See subsection 2.2 of this IS/MND.
10. **Surrounding Land Uses and Setting:** See subsection 2.2 of this IS/MND.
11. **Other public agencies whose approval may be required:** (e.g., permits, financing approval, or participation agreement)
 - California Department of Transportation (Caltrans)

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by the proposed project, involving at least one impact that is a “Less Than Significant Impact With Mitigation Incorporated” or “Potentially Significant/Reviewed Under Previous Document” as indicated by the checklist on the following pages.

- | | | |
|---|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Population and Housing |
| <input type="checkbox"/> Agriculture and Forest Resources | <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Hydrology and Water Quality | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities and Service Systems |
| <input type="checkbox"/> Geology and Soils | <input type="checkbox"/> Noise | <input type="checkbox"/> Mandatory Findings of Significance |

EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources cited. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to a project like the one involved (e.g. the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards.
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect, and construction as well as operational impacts.
- 3) A “Less Than Significant Impact” applies when the proposed project would not result in a substantial and adverse change in the environment. This impact level does not require mitigation measures.
- 4) “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect is significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 5) “Less Than Significant Impact With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from a “Potentially Significant Impact” to a “Less Than Significant Impact.” The initial study must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.
- 6) “Reviewed Under Previous Document” applies where the impact has been evaluated and discussed in a previous document. Discussion will include reference to the previous documents. If an impact is reviewed under a previous document, an impact of “Potentially Significant” does not necessarily require an EIR. If the program EIR identified a significant and unavoidable impact and the proposed project was adequately described in the program EIR, an impact of “Potentially Significant/Reviewed Under

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

Previous Document" does not require an EIR, pursuant to Public Resources Code Section 21083.3.

- 7) Earlier analyses may be used where, pursuant to the tiering, program environmental impact report, or other CEQA process, an impact has been adequately analyzed in an earlier EIR or negative declaration.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
I. 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"/>	<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"/>	<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"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EXISTING SETTING

The project site is located in the Folsom Boulevard Planning Area and is zoned for and predominated by industrial development. This area is surrounded by additional industrial lands. The project site itself is developed as Nimbus Landscape Materials, which supplies landscaping materials, such as bark and mulch, rock and gravel, and soil and compost. The materials are stored in bays along the perimeter of the parcel. A structure and small parking area are located near its center, fronting onto Folsom Boulevard. Landscaping is provided along both the US-50 and Folsom Boulevard frontages, including ten mature redwood trees adjacent to US-50. The existing traditional billboard proposed for removal is located at the eastern tip of a paved, vacant commercial parcel currently used for recreational vehicle sales. **Figure 4** shows the billboard proposed for removal and a simulation of the proposed billboard as it would be seen from eastbound US-50.

DISCUSSION OF IMPACTS

a) *No Impact/Reviewed Under Previous Document.* The Rancho Cordova General Plan Environmental Impact Report (GP EIR) identified that impacts to scenic vistas in the city would be less than significant (GP DEIR, p. 4.13-6). The primary scenic vistas identified in the city occur along the American River in the vicinity of the American River Parkway Plan (GP DEIR, p. 4.13-6). The American River Parkway Plan is currently under the jurisdiction of the Sacramento County Municipal Services Agency Department of Regional Parks, Recreation, and Open Space. Because the American River Parkway Plan is not under the jurisdiction of the City of Rancho Cordova, the American River Parkway cannot be modified by development projects in the city.

The proposed project includes installation of a digital freeway sign along the US-50 corridor and removal of one existing traditional billboard along Folsom Boulevard. Neither the installation site nor the removal site is visible from the American River Parkway; therefore, no impact to scenic vistas would occur.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

- b) *No Impact/Reviewed Under Previous Document.* The GP EIR found no highways within the Planning Area were designated by state or local agencies as scenic highways (GP DEIR, p. 4.13-6).

See Response I(a). Ten mature redwood trees located at the installation site are proposed for removal. However, these trees and the installation site are not located in a scenic highway corridor. Therefore, changes in views due to the removal of trees in this area would result in no impact on scenic resources or scenic highways.

- c) *Less Than Significant Impact/Reviewed Under Previous Document.* Impacts relating to the alteration of visual character in the city were identified in the GP EIR and were predominantly associated with the urbanization of the rural and undeveloped portions of the city and areas east of the incorporated boundaries (GP DEIR, pp. 4.13-8 through -10). Impacts of the General Plan to visual resources were found to be significant and unavoidable (GP DEIR, p. 4.13-10).

The proposed project includes installation of a digital freeway sign along the heavily urbanized US-50 corridor and removal of one existing traditional billboard along Folsom Boulevard, also currently visible from US-50. The project is anticipated to change the visual character of the surroundings in a manner anticipated by and consistent with urbanization considered in the General Plan.

The proposed sign would introduce illumination, changing messages, and a 60-foot-tall structure to the installation site, which currently does not contain any large signage, illumination, or tall structures. The proposed project would also require the removal of ten mature redwood trees from the northern perimeter of the installation site. However, the US-50 corridor is heavily urbanized and the installation site is surrounded by commercial and industrial uses, utility lines, street lighting, and smaller signage. Furthermore, the redwood trees proposed for removal were originally planted for the purpose of screening the adjacent commercial uses, but have since grown too tall to provide effective screening. The trees would be replaced by shrubs that would provide fuller vegetation for more effective screening. In addition, the project would result in the removal of one traditional billboard sign along the US-50 corridor, so there would be no net increase in the number of signs in the area. The project applicant would also contribute funding to Phase 4 of the Folsom Boulevard Improvement Project to improve the visual character of the Folsom Boulevard corridor. Therefore, these anticipated visual changes would be in character with the area, would result in an overall improvement to the visual character of the corridor, and would not be considered to substantially degrade surrounding views.

The City's standards for digital freeway signs ensure that these signs do not cause substantial visual impacts by limiting their size, height, and sign face area, requiring that the illumination be limited to 0.3 foot-candles at 250 feet and that the light levels be responsive to the changes in ambient light that naturally occur in a 24-hour period (i.e., self-dimming). Adherence to these standards would be ensured through the Conditional Use Permit and building permit processes; therefore, visual impacts to the site surroundings would be less than significant.

- d) *Less Than Significant Impact/Reviewed Under Previous Document.* Impacts relating to light and glare were identified in the GP EIR and were related to both reflective glare from new structures built under the General Plan and the introduction of new sources of light associated with development and redevelopment of the city (GP DEIR, p. 4.13-13). Areas of the city and the City's Planning Area that are currently undeveloped would see the majority

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

of the impact due to the current lack of reflective surfaces and light sources in undeveloped areas (GP DEIR, p. 4.13-14). Due to design guidelines adopted by the City and with adherence to City Policy UD.4.2, impacts of the General Plan due to light and glare were found to be less than significant.

The proposed installation of a digital freeway sign would introduce new and/or increased sources of light and glare to the surrounding area. Digital billboards utilize light-emitting diode (LED) technology to display messages on a display screen. The proposed sign would include two sign faces, oriented in opposite directions, to be viewed by east- and westbound traffic on US-50 and Folsom Boulevard. As required by the City's Zoning Code, light levels of the digital billboards would not exceed 0.3 foot-candles over ambient light levels at 250 feet from the sign face. Existing and future residential uses are more than 800 feet away from the installation site and across US-50, which is well beyond 250 feet from the proposed digital freeway sign. There are no other light-sensitive uses near the installation site. In order to ensure a consistent illumination not to exceed 0.3 foot-candles, the digital freeway sign would be equipped with light sensors to adjust light conditions to respond to the changing ambient light levels in a 24-hour period. The digital display may, in certain conditions, be brighter in the daytime than in darkness. The signs would also be required to comply with Caltrans standards for digital billboards, which include restrictions on lighting such that it not be directed at motorists at an intensity or brightness that is blinding or confusing.

In addition, the proposed project also includes the removal of an existing traditional billboard. The traditional billboard is currently illuminated by stationary incandescent lights (i.e., floodlights) that are simply regulated by timers. Light levels from these fixtures are not responsive to ambient light levels and may be more impactful than the proposed digital sign in terms of additional light in a given area. The removal of the existing sign would serve to reduce light and glare in the localized area around the sign location, which is in the same corridor as the installation site.

Given the requirements for light level control and the responsiveness of the digital freeway sign to ambient light levels, as well as the removal of light sources from the existing traditional billboard within the city limits, impacts related to new sources of light and glare would be less than significant.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
<p>II. AGRICULTURE AND FOREST 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 Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:</p>					
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 nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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"/>	<input type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in the loss of forestland or conversion of forestland to non-forest use.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland to nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF IMPACTS

a-e) *No Impact.* Both the installation and removal sites are located on parcels that are zoned for industrial uses and are developed with existing, actively used commercial/light industrial uses. Surrounding uses consist primarily of additional commercial and industrial facilities. The sites are located in an urban area of the city and are not adjacent to any identified farmland. Additionally, the sites are not considered forestland, are not zoned for forestry uses, and are not actively utilized as forestry operations. Therefore, the proposed project would not involve any changes in the existing environment that could result in the conversion of farmland to nonagricultural use, result in a conflict with Williamson Act contract or any existing agricultural use, or adversely impact designated forestland. There would be no impact.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
III. 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 checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project is nonattainment under applicable federal or state ambient air quality standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>	<input type="checkbox"/>

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact/Reviewed Under Previous Document.* The Sacramento area is currently out of compliance with federal requirements for 8-hour ozone air quality standards and 1-hour ozone air quality standards. The region is in compliance with all other emissions standards. The Sacramento Metropolitan Air Quality Management District (SMAQMD) released the final "Sacramento Regional Nonattainment Area 8-Hour Ozone Rate-of-Progress Plan" (Ozone Plan) in February 2006. According to the GP EIR, projected buildout of the Rancho Cordova General Plan Planning Area would be consistent with the assumptions used during preparation of the Ozone Plan (GP FEIR, pp. 4.0-5 through -6). However, because no feasible methods currently exist to completely offset air pollutant emission increases from land uses under the General Plan, the impact of the General Plan was considered to be significant and unavoidable (GP FEIR, p. 4.0-6).

In order to assist local agencies and municipalities with analyzing project-specific impacts to air quality and compliance with local air district attainment plans, the SMAQMD (2009) published the Guide to Air Quality Assessment in Sacramento County. This guide includes information on significance and mitigation for common air emissions issues. Additionally, the SMAQMD will review all development projects, including the proposed project, to ensure compliance with local, state, and federal plans. The SMAQMD does include a specific screening standard for this type of project. However, considering the proposed project is not a trip-generating land use, other than six to eight maintenance trips to the digital sign per year, the proposed project's operational air quality emissions would not exceed any SMAQMD threshold. In addition to these limited maintenance trips, it is important to note that the removal of an existing billboard included in the project would result in reduced

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

maintenance trips for that respective sign, resulting in no net increase of trips related to signs in the area.

In the short term, construction activities to install the proposed digital freeway sign and to remove the existing traditional billboard would include minimal land disturbance, which may generate some dust or PM₁₀ (particulate matter of 10 microns in size or less) pollutants. Construction would utilize minimal equipment (a bore/drill rig, crane, excavator, and trencher) for approximately four days.

Removal of the traditional billboard would include filling in the area where the pole was installed and returning the surface to that of the surrounding area, which would involve paving of a small area. Considering these very limited construction activities, the proposed project's construction-related air quality emissions would not exceed SMAQMD thresholds of significance.

Therefore, construction and operation of the proposed digital freeway sign would not interfere with the SMAQMD Ozone Plan, and impacts would be less than significant.

- b) *Less Than Significant Impact/Reviewed Under Previous Document.* The GP EIR identified potential air quality impacts from both construction and operation of new development in the city (GP DEIR, pp. 4.6-17 through -26). While policies, actions, and mitigation were included in the GP EIR, development in the Planning Area would still be intensified from current conditions. Therefore, significant and unavoidable impacts were expected as a result of the General Plan (GP DEIR, pp. 4.6-20 and -26).

See Response III(a). Sacramento County is a known area of nonattainment for state and federal standards for carbon monoxide (CO), ozone, and PM₁₀. Construction of the proposed project would result in temporary generation of emissions of reactive organic gases (ROG), nitrogen oxide (NO_x), and PM₁₀. Construction-related emissions would be produced from construction equipment exhaust and minor ground disturbance. Construction emissions from the proposed project would fall well below the SMAQMD thresholds for NO_x and PM₁₀. According to the standards set forth in the SMAQMD Guide to Air Quality Assessment, a site over 5.1 acres would generate PM₁₀ that would require mitigation. The proposed project does not require grading and in turn would not exceed threshold PM₁₀ levels from soil erosion and dust generation. This impact would be less than significant.

- c) *Less Than Significant Impact/Reviewed Under Previous Document.* The GP EIR identified that increases in ozone precursors (NO_x and ROG) would result in significant and unavoidable impacts on the region's status of nonattainment (GP DEIR, pp. 4.6-17 through -26). See Responses III(a) and III(b) for more information on the GP EIR findings related to ozone precursors.

See Responses III(a) and III(b) above for project-specific discussion. This impact would be less than significant.

- d) *Less Than Significant Impact/Reviewed Under Previous Document.* Sensitive receptors are those parts of the population that can be severely impacted by air pollution. Sensitive receptors include children, the elderly, and the infirm. The GP EIR identified potential impacts to sensitive receptors due to both mobile and stationary sources of toxic air contaminants (TACs) and odors. Impacts of the General Plan from TACs were reduced by City policies and action items, but the impact remained significant and unavoidable (GP DEIR, p. 4.6-31).

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

Impacts to sensitive receptors from exposure to odors were reduced by City policies and action items to a less than significant level (GP DEIR, p. 4.6-33).

See Responses III(a) and III(b) above for project-specific discussion. Project construction would include minimal emissions from construction equipment. The proposed digital freeway sign would be located in an existing industrial development, not in close proximity to any sensitive receptors. This impact would be less than significant.

- e) *No Impact.* The proposed digital freeway sign does not include any element that would produce odor. There would be no impact.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
IV. 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 Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" 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, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
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 wetlands, etc.), through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>	<input checked="" type="checkbox"/>
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"/>	<input checked="" type="checkbox"/>
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"/>	<input checked="" type="checkbox"/>

EXISTING SETTING

The installation site is developed as a landscape material supply company including a large outdoor materials yard, one commercial building, parking, and landscaping. There are ten mature redwood trees along the site's northern perimeter. These trees were originally planted to provide visual screening of the site from the freeway. The proposed digital freeway sign would be located in the northwestern portion of the site.

The removal site is a paved parcel currently used for recreational vehicle sales. Immediately south of the removal site is the Folsom South Canal and vacant land that is part of the Aerojet facility.

DISCUSSION OF IMPACTS

- a) *Less Than Significant Impact With Mitigation Incorporated/Reviewed Under Previous Document.* The GP EIR identified potential direct and indirect impacts to special-status species as a result of the implementation of the General Plan (GP DEIR, pp. 4.10-34 through -48). While City policies and action items would mitigate much of the impact of the General Plan, widespread development of undeveloped portions of the General Plan Planning Area, as well as construction of the Circulation Plan, would result in a net loss of biological resources. Therefore, the General Plan was found to result in significant and unavoidable impacts to special-status species (GP DEIR, pp. 4.10-43 and -48).

The Folsom Boulevard Planning Area is almost entirely urbanized, containing light industrial, retail, office, and residential uses. The installation site has been developed with a commercial use and is primarily surrounded by other existing commercial and industrial uses, resulting in the elimination of the majority of biological resources in the area. However, the installation site does contain ten mature redwood trees along its northern perimeter, which would be removed as part of the proposed project. These trees could provide nesting sites for raptors and/or migratory birds. The existing traditional billboard could also have areas that are suitable for nesting sites. It is not anticipated that tree or billboard removal would occur during the nesting season, but if it were to occur during that time, it could affect occupied nests. This would be a significant impact. Implementation of mitigation measure **MM BIO-1** would mitigate this impact to a less than significant impact by requiring pre-construction nesting bird surveys and appropriate measures to ensure the protection of any such birds and their nests, if present. Therefore, this impact would be less than significant with mitigation incorporated. The removal site is a paved parking lot and does not contain any biological resources.

Mitigation Measures

- MM BIO-1** If tree removal and/or construction activities are proposed at the installation site or billboard removal at the removal site during the nesting season for local avian species (typically March 1 through August 31), the project applicant shall retain a qualified biologist to conduct a focused survey for active nests of migratory birds and raptors in the billboard and all trees proposed for removal within 14 days prior to construction initiation. If no active nests are found, no further mitigation is required. Surveys shall be repeated if construction activities are delayed or postponed for more than 30 days. If an active nest is located in any of the trees proposed for removal, no trees or other vegetation shall be removed and construction activities shall not commence until the nest(s) is abandoned by the birds (normally after September 1). If nests are found in the billboard, billboard removal shall not commence until the nest(s) is abandoned by the birds (normally after September 1).

Timing/Implementation: *Within 14 days of construction initiation*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department*

- b) *No Impact/Reviewed Under Previous Document.* See Response IV(a) for information on identified impacts of the General Plan on special-status species. The GP EIR combined discussion of special-status species impacts to include impacts to habitat as well as to individuals of special-status species. Impacts to habitat from the implementation of the

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

General Plan occurred for the same reasons and in the same intensity as impacts to individuals of any special-status species (GP DEIR, pp. 4.10-34 through -48).

See Responses IV(a) and IV(c) for project-specific discussion. Neither the installation site nor the removal site, both of which are developed with urban uses, contains any riparian habitat or other sensitive natural communities. There would be no impact.

- c) *No Impact/Reviewed Under Previous Document.* The GP EIR addressed potential direct and indirect impacts to jurisdictional waters of the United States (jurisdictional waters) as a result of widespread development of the General Plan Planning Area (GP DEIR, pp. 4.10-52 through -56). Policies and action items included in the General Plan would reduce impacts to jurisdictional waters, especially Policy NR.2.1, which requires no net loss of wetlands (GP DEIR, p. 4.10-56). While no net loss of wetlands will occur regionally, some loss of jurisdictional waters will occur in the General Plan Planning Area (GP DEIR, p. 4.10-56). Because of this local loss of jurisdictional waters, the impact of the General Plan was found to be significant and unavoidable (GP DEIR, p. 4.10-56).

Neither the installation site nor the removal site, both of which are developed with urban uses, contains any wetlands. There would be no impact.

- d) *No Impact/Reviewed Under Previous Document.* Impacts to habitat for raptors and other nesting birds were addressed in the GP EIR (GP DEIR, pp. 4.10-48 through -52). Raptors are protected by the California Department of Fish and Wildlife and are considered special-status species under CEQA. Just as with impacts to habitat for other special-status species, widespread development of the city and the General Plan Planning Area would result in a net loss of raptor and nesting habitat, and a significant and unavoidable impact was expected (GP DEIR, pp. 4.10-52). Discussion of impacts to movement corridors was also included in the GP EIR (GP DEIR, pp. 4.10-56 through -61). Development of greenfield areas of the General Plan Planning Area would change the biological condition and characteristics of the area, resulting in changes in animal movement throughout the area (GP DEIR, p. 4.10-56). While City policies and action items would reduce this impact, loss and/or modification of movement corridors would still occur and the impact of the General Plan would be significant and unavoidable (GP DEIR, p. 4.10-61).

See Response IV(a) for project-specific discussion. The installation and removal sites are located in an urbanized area. There would be no impact.

- e) *No Impact/Reviewed Under Previous Document.* The GP EIR identified potential impacts to trees from implementation of the General Plan (GP DEIR, pp. 4.10-61 and -62). Development of greenfield areas of the city and the General Plan Planning Area could potentially result in the removal of special-status, landmark, and other trees (GP DEIR, p. 4.10-61). Landmark and oak trees, as well as large wooded areas and urban trees, would be adequately protected by City policies and action items. However, some loss of native trees would occur, and the overall impact to trees from implementation of the General Plan would be significant and unavoidable (GP DEIR, p. 4.10-62).

There are no native or landmark trees on the installation or removal sites. The ten mature redwood trees proposed for removal on the installation site are not native to the Sacramento Valley and are not protected by any local policies or ordinances. There would be no impact.

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- f) *No Impact/Reviewed Under Previous Document.* The GP EIR addressed potential impacts related to conflicts between the General Plan and any adopted habitat conservation plan or natural community conservation plan (GP DEIR, pp. 4.10-62 and -63). While the South Sacramento Habitat Conservation Plan (SSHCP) and the Vernal Pool Recovery Plan are currently being prepared, by Sacramento County and the US Fish and Wildlife Service respectively, no such plans have been adopted (GP DEIR, p. 4.10-63). Therefore, no impact was expected as a result of the General Plan.

Currently, there is not an adopted habitat conservation plan (HCP) for the City of Rancho Cordova or Sacramento County; therefore, the project would not conflict with such a plan. There would be no impact.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
V. CULTURAL RESOURCES Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in Public Resources Code Section 21084.1 and CEQA Guidelines Section 15064.5, respectively?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in Public Resources Code Sections 21083.2 and 21084.1, and CEQA Guidelines Section 15064.5, respectively?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION OF IMPACTS

- a) *Less Than Significant Impact/Reviewed Under Previous Document.* The GP EIR identified that known and unknown historic resources in the Rancho Cordova Planning Area could potentially be impacted by implementation of the General Plan (GP DEIR, pp. 4.11-9 through -14). These impacts were primarily associated with development in undeveloped areas and impacts to unknown resources in portions of the Planning Area that have not been studied. Rancho Cordova policies mitigated some of the potential impacts to historical resources. However, many previously unknown resources could be located in the Planning Area. Therefore, accidental impacts may still occur, and the impact of the General Plan was considered significant and unavoidable (GP DEIR, pp. 4.11-14).

Implementation of the proposed project is not expected to result in any new cultural resource impacts, as the area is highly urbanized. If for any reason cultural resources are discovered during construction of the digital freeway sign or removal of the existing billboard, the project applicant would be required to implement any mitigation necessary for the protection of such resources. In addition, pursuant to California Public Resources Code Section 5097.98 and Health and Safety Code Section 7050.5, in the event of the discovery of human remains, all work is to stop and the county coroner shall be immediately notified. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains. Adherence to General Plan policies and state requirements would ensure a less than significant impact.

- b) *Less Than Significant Impact/Reviewed Under Previous Document.* See Response V(a). This impact would be less than significant.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

- c) *Less Than Significant Impact/Reviewed Under Previous Document.* The GP EIR identified possible impacts to paleontological resources as a result of implementation of the General Plan (GP DEIR, p. 4.11-14). However, no such paleontological resources were identified in the Rancho Cordova Planning Area, and City policy would protect unknown resources. For these reasons, the impact of the General Plan was found to be less than significant (GP DEIR, p. 4.11-15).

See Response V(a) for project-specific discussion. This impact would be less than significant.

- d) *Less Than Significant Impact/Reviewed Under Previous Document.* The discussion in the GP EIR concerning historic resources impacts included discussion of potential impacts to human remains (see Response V(a) above). Impacts were the same in that known resources were adequately protected, but unknown human remains outside established cemeteries could potentially be affected. Therefore, significant and unavoidable impacts as a result of the General Plan were expected (GP DEIR, p. 4.11-14).

There are no known cemeteries on the project site. See Response V(a) for specific discussion. This impact would be less than significant.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
VI. 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:					
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 projects, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION OF IMPACTS

a)

- i) *Less Than Significant Impact/Reviewed Under Previous Document.* The GP EIR stated that significant seismic shaking was not a concern in the Rancho Cordova Planning Area, as there are no active faults in Sacramento County and because the city is not located in an Alquist-Priolo earthquake hazard zone (GP DEIR, p. 4.8-19). However, some minor seismic shaking is a possibility, as the city is located in Seismic Zone 3, which is considered an area of relatively low ground shaking potential (GP DEIR, p. 4.8-20).

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

Adherence to City policies, as well as to the California Building Code (CBC) which was adopted by the City of Rancho Cordova (Rancho Cordova Municipal Code Section 16.02.030), would ensure less than significant impacts as a result of implementation of the General Plan (GP DEIR, p. 4.8-21).

The potential for impacts to public safety resulting from surface fault rupture, ground shaking, liquefaction, or other seismic hazards is not considered to be an issue of significant environmental concern due to the infrequent seismic history of the area. Therefore, this impact would be less than significant.

- ii) *Less Than Significant Impact/Reviewed Under Previous Document.* See Response VI(1)(i). The potential for strong seismic ground shaking is not a significant environmental concern due to the infrequent seismic activity of the area; however, the new digital freeway sign would be required to comply with all applicable seismic standards enforced by the City. The impact would be less than significant.
- iii) *Less Than Significant Impact/Reviewed Under Previous Document.* The GP EIR identified that seismic shaking was not a concern in the city (see Response VI(1)(i) above). Liquefaction is the process in which water is combined with unconsolidated soils as a result of seismic activities involving ground motions and pressure. Without strong ground motion, liquefaction is unlikely. Additionally, the water table is generally too low in the city to provide enough moisture for liquefaction to occur (GP DEIR, p. 4.8-20). Therefore, the impact of the General Plan was found to be less than significant.

See Response VI(1)(i). This impact would be less than significant.

- iv) *No Impact.* The installation and removal sites and surrounding area have relatively flat topography; therefore, there is no potential risk of landslide. There would be no impact.
- b) *Less Than Significant Impact/Reviewed Under Previous Document.* The GP EIR identified potential impacts related to soil erosion from implementation of the General Plan (GP DEIR, pp. 4.8-21 through -23). These erosion impacts were generally associated with construction of new roadways and other capital infrastructure and development of undeveloped portions of the city and the Planning Area. Additional impacts were due to increases in runoff due to a net increase in impervious surfaces in the city. However, compliance with the City's Erosion Control Ordinance and the current National Pollutant Discharge Elimination System (NPDES) permit conditions for Rancho Cordova would ensure that impacts resulting from implementation of the General Plan would be less than significant (GP DEIR, p. 4.8-23).

Installation of the proposed digital freeway sign would not require any grading and would involve limited surface disturbance and soil removal to accommodate the sign footing. The site where the billboard would be removed would be restored to a paved area, blending with the immediate surroundings. Because of the limited earthwork involved in the project, no soil erosion would be anticipated to occur and this impact would be less than significant.

- c) *Less Than Significant Impact/Reviewed Under Previous Document.* The GP EIR stated that impacts relating to soil stability as a result of implementation of the General Plan would be minor (GP DEIR, p. 4.8-23). Primary concerns with soil stability in the city are associated with shrink-swell potential (the potential of soils to expand during wet seasons and shrink during dry seasons). Impacts due to soil stability would be mitigated through consistency with the Uniform Building Code and the CBC (GP DEIR, p. 4.8-24). Therefore, the impact of the General Plan was found to be less than significant.

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The soils underlying the project site do not present a geologic hazard due to very low shrink-swell potential. Construction of the sign would occur in compliance with the California Building Code, ensuring any possible geologic issue would be fully addressed; therefore, this impact would be less than significant.

- d) *Less Than Significant Impact/Reviewed Under Previous Document.* See Response VI(c). This impact would be less than significant.
- e) *No Impact/Reviewed Under Previous Document.* The proposed project would not require connection to any wastewater disposal system. There would be no impact.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
VII. GREENHOUSE GAS EMISSIONS Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SETTING

Since the early 1990s, scientific consensus holds that the world’s population is releasing greenhouse gases (GHG) faster than the earth’s natural systems can absorb them. These gases are released as byproducts of fossil fuel combustion, waste disposal, energy use, land-use changes, and other human activities. This release of gases, such as carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O), creates a blanket around the earth that allows light to pass through but traps heat at the surface, preventing its escape into space. While this is a naturally occurring process known as the greenhouse effect, human activities have accelerated the generation of GHGs beyond natural levels. The overabundance of GHGs in the atmosphere has led to an unexpected warming of the earth and has the potential to severely impact the earth’s climate system.

Thresholds of significance illustrate the extent of an impact and are a basis from which to apply mitigation measures. Significance thresholds for GHG emissions resulting from land use development projects have not been established in Sacramento County (the SMAQMD has not yet established significance thresholds for GHG emissions from project operations). Instead, the SMAQMD recommends that lead agencies identify thresholds of significance applicable to the proposed project. SMAQMD guidance (2011) further states that when adopting thresholds of significance, a lead agency may consider thresholds of significance adopted or recommended by other lead agencies, or adopt its own thresholds, provided the decision is supported by substantial evidence.

DISCUSSION OF IMPACTS

a) *No Impact.* GHG emissions contribute, on a cumulative basis, to the significant adverse environmental impacts of global climate change. No single project could generate enough GHG emissions to noticeably change the global average temperature. The combination of GHG emissions from past, present, and future projects contributes substantially to the phenomenon of global climate change and its associated environmental impacts and as such is addressed only as a cumulative impact. Implementation of the proposed project would not substantially contribute to increases of GHG emissions that are associated with global climate change. Estimated greenhouse gas emissions attributable to the proposed project are minimal and would be primarily associated with increases of carbon dioxide (CO₂) from mobile sources associated with project construction and minimal, periodic

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

maintenance. No permanent sources of GHG emissions are involved with the proposed project.

Emissions of CO₂ typically constitute a majority of total mobile-source GHGs commonly associated with development projects. To a lesser extent, other GHG pollutants, such as methane, largely generated by natural-gas combustion, and nitrous oxide, would typically have a minor contribution to overall GHG emissions. These pollutants are not associated with this type of development. As indicated above, the SMAQMD does not have an adopted threshold of significance for construction- or operational-related GHG emissions. However, as described in subsection III, Air Quality, the proposed project is well below the SMAQMD's screening thresholds for projects that would emit significant emissions, including CO₂.

Digital billboards are powered by electricity, the production of which may generate emissions of carbon dioxide, a greenhouse gas that has been linked to global climate change. The project applicant estimates the electricity usage of a sample two-sided digital billboard utilizing current technology at approximately 120,000 kilowatt-hours (kWh) per year of electricity, based on a monthly average of 10,000 kWh. The Sacramento Municipal Utility District (SMUD), the electricity provider to the project, provides electricity to its customers from nonrenewable and renewable sources through its voluntary Greenergy program. The proposed project will participate in the Greenergy program. Additionally, the applicant has indicated that the sign would be installed utilizing the best possible technology available today. However, as technology is refined, the sign may be updated with more efficient technology, and a reduction in overall electricity usage would be likely to occur.

While project approval may alter the electrical usage and result in additional carbon emissions temporarily from construction vehicles and the generation of power needed for the sign, the installation of the proposed digital sign would not have a significant environmental effect related to greenhouse gas emissions or climate change. Given the small size of the proposed project, GHG emissions associated with the project would be negligible and would not exceed any threshold, if one were adopted. Since there are no established thresholds of significance against which to measure the impacts, the assumption is that the proposed project's contribution to the overall issue of global warming is highly limited and considered negligible. The project also includes light sensor controls and the ability to immediately respond to technology improvements, which are beneficial. Therefore, this impact would be less than significant.

- b) *Less Than Significant Impact.* The City of Rancho Cordova does not have local policies or ordinances with the purpose of reducing greenhouse gas emissions. However, the City is subject to compliance with the Global Warming Solutions Act (AB 32). Therefore, compliance with AB 32 would ensure a less than significant impact.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
VIII. 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" 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"/>	<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"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION OF IMPACTS

a) *No Impact/Reviewed Under Previous Document.* The GP EIR identified potential impacts to the public or the environment through the routine transport, use, or disposal of hazardous materials (GP DEIR, pp. 4.4-23 and -24). Impacts concerned transportation of hazardous materials on the roadway network in the city and the routine use, storage, and disposal of hazardous materials related to construction during development and redevelopment in the city. Adherence to General Plan policies and federal, state, and local regulations regarding

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hazardous material were found to reduce potential impacts of the General Plan to a less than significant level (GP DEIR, pp. 4.4-24 and -28).

The proposed project involves installation of a digital freeway sign and would not involve the routine transport, use, or disposal of hazardous materials. Construction activities would require the use of a limited quantity of common hazardous materials, including fuels (gasoline and diesel), oils, and lubricants. While these products may contain known hazardous materials, the limited volume of material would not be adequate to create a significant hazard to the public. Operation of the proposed digital freeway sign would not involve the routine transport, use, or disposal of any hazardous materials. There would be no impact.

- b) *No Impact/Reviewed Under Previous Document.* The GP EIR described potential impacts related to the accidental release of hazardous materials (GP DEIR, pp. 4.4-24 through -28). Primary sources of potential accidental release concerned transformers containing polychlorinated biphenyls (PCB), groundwater pollution, and underground storage tanks. Consistency with City policies and action items, as well as with all applicable federal, state, and local regulations, would result in a less than significant impact from the General Plan (GP DEIR, p. 4.4-28).

See Response VIII(a) for project-specific discussion related to hazardous materials usage. Hazardous materials used during project construction would be of limited quantity and for limited duration and would not create a risk to the public or the environment. There would be no impact.

- c) *No Impact/Reviewed Under Previous Document.* The GP EIR discussed the siting of public schools as being subject to the siting requirements of the California Department of Education (GP DEIR, p. 4.4-25). In addition to CEQA review, potential school sites would be reviewed by various agencies to ensure the new school site is safe from toxic hazards (GP DEIR, p. 4.4-25). General Plan policies and actions would reduce the potential impacts of the General Plan from hazardous materials transport, use, and storage from surrounding uses, including school sites, to a less than significant level (GP DEIR, p. 4.4-28).

See Response VIII(a) for project-specific discussion related to hazardous materials usage. There are no schools within a quarter-mile radius of the project site. There would be no impact.

- d) *No Impact/Reviewed Under Previous Document.* The GP EIR included information regarding federal and state listed hazardous materials sites as well as a map of such sites (GP DEIR, pp. 4.4-2 through -10). These sites included leaking underground storage tanks, groundwater contamination plumes, PCB-contaminated sites related to prior rocket engine testing (Aerojet/Gencorp), and other smaller sites (GP DEIR, pp. 4.4-5 and -6). Impact discussions were included in discussions of accidental release of hazardous materials [see Response VIII(b) above] and were found to be less than significant due to compliance with federal, state, and local laws and regulations (GP DEIR, p. 4.4-28).

Neither the installation site nor the removal site is located on a hazardous materials sites list (DTSC 2014; SWRCB 2014). There would be no impact.

- e) *No Impact/Reviewed Under Previous Document.* The GP EIR identified potential impacts of development in an airport land use plan (GP DEIR, p. 4.4-28). The Mather Airport Comprehensive Land Use Plan (CLUP) Safety Restriction Area overlies several portions of the

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

city, restricting development in those areas to uses allowed in the CLUP. Adherence to General Plan policies, federal regulations, the CLUP, and Mather Airport Planning Area provisions would reduce the potential for safety hazards. Therefore, the General Plan was found to have a less than significant impact (GP FEIR, p. 4.0-29).

The installation and removal sites are not located in the CLUP area of the Sacramento Mather Airport and are not within 2 miles of the facility. Implementation of the proposed project would not adversely affect operations of this facility, and it is not anticipated to result in safety-related hazards or adverse impacts to people working on the sites. Therefore, there would be no impact.

- f) *No Impact.* The installation and removal sites are not located within 2 miles of any private airstrip; therefore, no impact would occur as a result of the project.
- g) *No Impact/Reviewed Under Previous Document.* The GP EIR analyzed potential impacts that could impair implementation or physically interfere with the Sacramento County Multi-Hazard Disaster Plan (GP DEIR, p. 4.4-29). The GP EIR found that implementation of the proposed roadway system in the General Plan would improve city roadway connectivity, allowing better emergency access to residences as well as evacuation routes and resulting in a net positive effect on the implementation success of the Sacramento County Multi-Hazard Disaster Plan. Therefore, the General Plan was found to have a less than significant impact (GP DEIR, p. 4.4-29).

The proposed project would not conflict with the Sacramento County Multi-Hazard Disaster Plan, the Sacramento County Area Plan, or any other adopted emergency response or evacuation plan. Therefore, there would be no impact.

- h) *No Impact/Reviewed Under Previous Document.* The GP EIR identified potential impacts of safety hazards associated with wildland fires due to the construction of residential areas adjacent to open space and natural areas (GP DEIR, p. 4.12-9). Adoption of General Plan policies and action items, as well as required project review by the Sacramento Metropolitan Fire District (SMFD), would ensure minimal impacts to residential areas from wildland fires, resulting in a less than significant impact from implementation of the General Plan (GP DEIR, p. 4.12-10).

The installation and removal sites are located in an urbanized area of the city and are not contiguous to a designated high fire area associated with any designated wildland area. Development of the proposed project would not expose people or structures to an increased risk of wildland fires. Therefore, there is no impact.

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	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
IX. HYDROLOGY AND WATER QUALITY	Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of a failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF IMPACTS

- a-i) *Less Than Significant Impact/Reviewed Under Previous Document.* The GP EIR identified potential surface water and groundwater quality impacts that would occur as a result of implementation of the General Plan (GP DEIR, pp. 4.9-34 through -40). Both impacts of the General Plan were found to be less than significant with implementation of City policies and action items as well as compliance with the City's National Pollutant Discharge Elimination System (NPDES) permit conditions.

Construction and operation of the digital freeway sign and removal of the existing traditional billboard would not result in any violation of water quality standards or waste discharge requirements. The sites are located in a developed industrial center with appropriate storm drain facilities to address any runoff issues. Further, the proposed project would comply with all applicable provisions of the City's stormwater pollution prevention program, best management practices (BMPs), and applicable local ordinances and state requirements, which would ensure that the construction activities would have a less than significant impact.

The project does not require connection to any groundwater supply nor does it involve a substantial increase in impervious surfaces that would impact groundwater recharge. Extensive grading and other earthwork are not required. The area where the billboard would be removed would be returned to the surface type (i.e., paved) immediately surrounding the billboard pole base. None of these activities would substantially alter the existing drainage pattern of the respective sites. The sites are not located in designated 100-year flood zones nor does the project include any residential structures that could impede any flood flows, were any to occur in the area. Therefore, these impacts would be less than significant.

- j) *No Impact.* The installation and removal sites are not located near the Pacific Ocean or near a large water body that would be capable of creating seiche or tsunami waves. The sites are characterized by generally flat terrain, as is the surrounding area; therefore, there would be no potential risk of mudflows on or near either site. There would be no impact.

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	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
X. LAND USE AND PLANNING Would the project:					
a) Physically divide an existing community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) 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, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF IMPACTS

- a) *No Impact.* The proposed project involves installation of a digital freeway sign and removal of an existing traditional billboard in an area that has been developed with commercial and industrial uses. The proposed digital freeway sign would not alter or interfere with the ongoing use of the properties for private business operations. There would be no impact.
- b) *Less Than Significant Impact.* The installation site is zoned M1 (Light Industrial) with a Digital Freeway Signs Overlay. As proposed, the digital freeway sign would be consistent with all applicable development regulations. The City's Zoning Code standards regulating digital freeway signs require the removal of four existing signs or the payment on an in-lieu fee to offset the installation of the new sign. Per these standards, the project also proposes to remove an existing traditional billboard and contribute funding to Phase 4 of the City's Folsom Boulevard Improvements Project to improve the visual character of the adjacent segment of Folsom Boulevard.
- c) *No Impact.* Currently, there is no adopted habitat conservation plan or natural community conservation plan in Sacramento County. Therefore, there would be no impact.

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	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XI. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION OF IMPACTS

a-b) *No Impact/Reviewed Under Previous Document.* The GP EIR identified potential impacts resulting from the loss of availability of mineral resources in the General Plan Planning Area (GP DEIR, pp. 4.8-26 through -27). Only those areas already identified as either MRZ-2 or as containing existing mining operations were expected to be impacted by development of the General Plan Planning Area (GP DEIR, p. 4.8-26). Even with adoption of City policies and action items regarding mineral resources and mining, the General Plan would still have a significant and unavoidable impact (GP DEIR, p. 4.8-27).

The proposed project involves installation of a digital freeway sign in an existing developed industrial site. No mineral resources or resource recovery sites would be lost as a result of project implementation. There would be no impact.

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	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XII. 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 of applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or a public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION OF IMPACTS

a-f) *No Impact/Reviewed Under Previous Document.* The GP EIR addressed increases in noise levels as a result of buildout of the General Plan (GP DEIR, pp. 4.7-20 through -30). Significant and unavoidable impacts were expected due to construction noise, increased traffic noise, and the potential construction of noise-generating land uses (GP DEIR, pp. 4.7-22, -27, and -30). Policies and action items included in the General Plan would reduce these impacts; however, various factors exist throughout the Planning Area that would make total mitigation impossible. Therefore, the impact of the General Plan remained significant and unavoidable.

The proposed project involves installation of a digital freeway sign and removal of an existing traditional billboard in an urbanized area. The proposed sign would not generate ongoing noise and there are no sensitive receptors in proximity to either the installation site or the removal site. Construction noise would occur in the immediate vicinity of the sites; however, given the lack of sensitive receptors and the proximity of US-50, temporary construction noise would not be expected to cause adverse impacts. The project would not be located in the Comprehensive Land Use Plan Area (CLUP) of the Sacramento Mather Airport, nor is it within 2 miles of any airport or airstrip. There would be no impact associated with construction or operation of the proposed digital freeway sign.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XIII. POPULATION AND HOUSING Would the project:					
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF IMPACTS

a-c) *No Impact.* The proposed project involves installation of a digital freeway sign and removal of an existing traditional billboard. Neither of these actions would result in substantial direct or indirect population growth or the displacement of any people or housing. Therefore, there would be no impact.

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	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
<p>XIV. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:</p>					
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

EXISTING SETTING

The proposed project site is located in the following public service districts:

- Fire Protection: Sacramento Metropolitan Fire District (SMFD)
- Police Protection: Rancho Cordova Police Department (RCPD)
- School District: Folsom Cordova Unified School District (FCUSD)
- Park District: Cordova Recreation and Park District (CRPD)
- Electrical Service: Sacramento Municipal Utility District (SMUD)

DISCUSSION OF IMPACTS

- a) *No Impact.* The proposed project involves the installation of a digital freeway sign and the removal of an existing traditional billboard. Implementation of the proposed project would not result in an increased demand for any public services and would not require the construction of new or alteration of existing public facilities. No impact would occur.
- b) *No Impact.* See Response XIV(a). There would be no impact. Furthermore, the proposed digital freeway sign would provide support to various law enforcement agencies by providing real-time use of the digital messaging technology for Amber Alerts and other public safety messages.
- c) *No Impact.* See Response XIV(a). There would be no impact.
- d) *No Impact.* See Response XIV(a). There would be no impact.
- e) *Less Than Significant Impact.* The proposed digital freeway sign would require electricity to operate, which would be provided by SMUD. SMUD generates, transmits, and distributes electricity to a 900-square-mile territory of Sacramento County and a small portion of Placer County. SMUD provides electricity from a number of sources, including the traditional power grid, as well as from the renewable energy sources of solar, wind, and hydroelectric. As indicated previously, the proposed digital freeway sign is estimated to require approximately 120,000 kWh of electricity per year with the most energy-efficient technology available at this

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

time. The sign would be provided with 100 amp service, approximately one-half of typical residential service. The anticipated annual power usage for the sign is equivalent to approximately 11 average American households (EIA 2014). The estimated electricity usage of the proposed digital freeway sign is not a substantial use of electricity, is well within SMUD's ability to provide power, and would not require any changes to SMUD's infrastructure. This impact would be less than significant.

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	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XV. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF IMPACTS

a-b) *No Impact.* See Response XIV(a). There would be no impact.

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	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XVI. TRANSPORTATION/TRAFFIC	Would the project:				
a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION OF IMPACTS

- a) *No Impact/Reviewed Under Previous Document.* The GP EIR analyzed traffic impacts to the existing roadway network in the General Plan Planning Area as a result of the population, dwelling unit, and employee increases expected to occur with implementation of the General Plan (GP DEIR, pp. 4.5-27 through -45). Several new roadways and improvement of

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

existing roadways were described in the General Plan in order to address the additional expected traffic load. However, even with these improvements and adherence to City policies and action items, the impact of the General Plan would remain significant and unavoidable (GP DEIR, p. 4.5-42).

The project involves installation of a digital freeway sign and removal of an existing traditional billboard in an urbanized area. The proposed digital freeway sign would not interfere with or disrupt the continued functionality of the installation site's parking lot or access drives. Traffic entering the public roadway would continue to do so in its current manner, undisturbed by the proposed project. The construction and operation of the proposed digital freeway sign would not result in an appreciable increase in vehicle trips. Other than trips generated by construction and periodic maintenance of the sign, no other vehicle trips would be made as a result of the project. The proposed project would not result in level of service impacts beyond those projected in the General Plan. The project would not adversely impact traffic or conflict with the City's Circulation Plan. Therefore, there would be no impact.

- b) *No Impact/Reviewed Under Previous Document.* See Response XVI(a).
- c) *No Impact/Reviewed Under Previous Document.* The GP EIR analyzed safety and hazards impacts related to the provision of land uses in the Mather Airport Comprehensive Land Use Plan (CLUP) and their impact on safety related to air traffic in and out of the airport (GP DEIR, pp. 4.4-28 and -29). The General Plan established the Mather Planning Area corresponding to the Master Plan boundaries of the Sacramento Mather Airport. Policies included in the General Plan were more stringent than the safety restrictions of the Mather CLUP (GP DEIR, p. 4.4-28). Consistency with City policies and action items, as well as with the requirements of the Mather CLUP, would ensure less than significant impacts from implementation of the General Plan (GP DEIR, p. 4.4-29).

The proposed project does not involve any aviation-related uses and is not located within 2 miles of the Sacramento Mather Airport. The installation and removal sites are not located in the airport safety zones or in the approach and departure paths for aircraft using the airport. There would be no impact.

- d) *Less Than Significant Impact/Reviewed Under Previous Document.* The GP EIR analyzed potential impacts related to roadway safety as a result of implementation of the General Plan (GP DEIR, p. 4.5-48). The City's design standards for roadways, as well as land use planning and other City policies, would ensure that impacts of the General Plan related to roadway safety are less than significant (GP DEIR, p. 4.5-48).

The project involves installation of a digital freeway sign and removal of an existing traditional billboard in an urbanized area along US-50 in the city limits. The sign employs digital technology to allow for periodic changes in the sign display, which has generally raised concerns regarding the impact this signage type may have on traffic safety by distracting driver attention and vision. While the signs do not involve a hazardous design feature, the concerns related to these types of signs could be considered a hazard to motorists on US-50.

The Federal Highway Administration (FHWA), in agreement with the California Department of Transportation (Caltrans), has addressed various issues related to signage along highway corridors to ensure continued driver safety. Signage along the highway corridor is reviewed by Caltrans for consistency with FHWA standards as well as consistency with the California

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

Outdoor Advertising Act. These standards include ensuring signs do not imitate or resemble official traffic signs or interfere with the function of official traffic signage. With regard to digital freeway signs specifically, Caltrans requires, at minimum, consistency with the FHWA agreement and that digital freeway signs meet lighting, message timing, and separation standards. The 2011 update of the Outdoor Advertising Act provides the framework for review and permitting of the sign by Caltrans.

Section 23.743.150, Digital Freeway Signs Overlay, of the City's Zoning Code establishes development standards for the proposed digital freeway sign that exceed the requirements enforced by Caltrans. The City's code standards include:

- 8-second minimum message display timing
- 2,500-foot minimum spacing between digital signs along the US-50 corridor
- 0.3 foot-candle lighting minimum, including technology that adjusts the light level of the sign as it relates to the changing ambient light level surrounding the sign
- Prohibition against flashing, animation, or simulated movement within individual messages to be displayed on the sign

Both the minimum message timing and the distance between signs are double that enforced by Caltrans. Because the City's code exceeds the minimum standards associated with digital signs along state highways established by the FHWA and Caltrans, and the sign must meet the City's code, the proposed digital freeway sign would not be located or operated in such a manner as to create hazards along the US-50 corridor.

The FHWA has closely monitored the issue of driver inattention as it relates to digital freeway signs. In 2009, the FHWA issued an update on their position on these signs in a report entitled "The Effects of Commercial Electronic Variable Message Signs (CEVMS) on Driver Attention and Distraction: An Update." The report addresses the basic question of whether a digital billboard along the freeway is associated with a reduction in driver safety. The report researched crash rates in the vicinity of a digital sign, rates of near-crashes (i.e., sudden braking, swerving) in the vicinity of a digital sign, and the rate of eye glances away from the roadway in the vicinity of digital signs. Based on the available data, the report suggests a study approach and confirms there is no definitive conclusion about the presence or severity of adverse safety impacts that may result from installation of a digital freeway sign in a given location. In light of the report, the FHWA continues to recommend the signs be regulated in the existing framework as a means of protecting the public interest.

Conducting a study of an individual digital billboard to measure and analyze the effects of driver attention to the sign is difficult. Roadway conditions are unique in the proposed sign location; however, a substantial variety of other factors could also contribute to driver inattention such as other roadway signs, tuning the radio, talking on the phone, eating, talking to other passengers, and possibly many others, making isolating the potential effects of a digital freeway sign impossible. Regulations on sign brightness, message duration, prohibition of message animation, and continuation of vehicle maneuver requirements at interchanges serve to reduce safety concerns to the fullest known extent.

The proposed project would be required to obtain a Conditional Use Permit and a building permit from the City. Following issuance of these permits and upon its own review of the proposed sign, Caltrans would issue a ministerial permit for the sign. Based on the requisite

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

review and adherence to the standards identified above, the impacts regarding potential hazards along the roadway would be less than significant.

- e) *No Impact/Reviewed Under Previous Document.* The GP EIR identified impacts related to emergency access in the General Plan Planning Area (GP DEIR, p. 4.5-48). As the roadway network in the city was to be improved and additional routes were to be added by the General Plan, impacts were found to be less than significant (GP DEIR, p. 4.5-48).

The proposed project involves installation of a digital freeway sign in an existing developed industrial site. The city's existing roadway network would not be altered by the proposed project nor would any future roadway plans be affected. There would be no impact.

- f) *No Impact/Reviewed Under Previous Document.* The GP EIR analyzed potential impacts to transit, pedestrians, and bicycles in the city (GP DEIR, pp. 4.5-49 through -53). Development of the City's Transit Master Plan and the City's Pedestrian and Bicycle Master Plan would ensure that impacts of the General Plan to these provisions would be less than significant (GP DEIR, pp. 4.5-49 and -50).

The proposed project involves installation of a digital freeway sign and removal of an existing traditional billboard in an urbanized area. The City's Transit Master Plan and Pedestrian and Bicycle Master Plan would not be altered by the project. There would be no impact.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XVII. UTILITIES AND SERVICE SYSTEMS Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>	<input 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"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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"/>	<input 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"/>	<input type="checkbox"/>

DISCUSSION OF IMPACTS

a-g) *No Impact.* The proposed project involves installation of a digital freeway sign and removal of an existing traditional billboard in an urbanized area. Connections to the public water, wastewater, and storm drain systems are not required by the project. The project would not generate solid waste.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XVIII. 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, substantially reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION OF IMPACTS

- a) *Less Than Significant Impact With Mitigation Incorporated/Reviewed Under Previous Document.* As demonstrated in subsections I through XVII above, with implementation of mitigation measure **MM BIO-1**, the proposed project would not have the potential to result in impacts to biological resources or historical resources.
- b) *Less Than Significant Impact/Reviewed Under Previous Document.* The proposed project would be required to adhere to all Rancho Cordova General Plan policies, ensuring that the City's long-term environmental goals are implemented as applicable. Therefore, the proposed project would have a less than significant impact.
- c) *Less Than Significant Impact/Reviewed Under Previous Document.* Section 4.0 of this IS/MND addresses the proposed project's contribution to impacts in the cumulative setting. There are no other past, current, or future projects associated with this project that would contribute to a substantial cumulative impact; therefore, this impact would be less than significant.
- d) *Less Than Significant Impact/Reviewed Under Previous Document.* See Response XVIII(a). The proposed project includes installation of a digital freeway sign and removal of an existing traditional billboard in an urbanized area of the city. There are no substantial adverse effects on human beings anticipated by construction or operation of the sign. Therefore, this impact would be less than significant.

CUMULATIVE IMPACTS

4.1 INTRODUCTION

This section addresses the proposed project's potential to contribute to cumulative impacts in the region. California Environmental Quality Act (CEQA) Guidelines Section 15355 defines cumulative impacts as "two or more individual effects that, when considered together, are considerable or which compound or increase other environmental impacts." A project's incremental effects are considered significant if they are "cumulatively considerable" (CEQA Guidelines Sections 15065[a][3] and 15130[a]). "Cumulatively considerable" means the incremental effects of the project are considerable when viewed in connection with the effects of past, current, and future projects (see also CEQA Guidelines Appendix G, Section XVII).

4.2 CUMULATIVE SETTING

The cumulative setting establishes the area of effect in which the cumulative impact has been identified and inside which it would occur. Different cumulative settings can be established for each individual impact or impact area (checklist area). Because the proposed project is a subsequent project within the scope of activities and land uses studied in the General Plan, and because this Initial Study/Mitigated Negative Declaration (IS/MND) is tiered from the Rancho Cordova General Plan EIR (GP EIR), the cumulative setting for the proposed project is identical to the cumulative settings identified in the GP EIR.

4.3 PREVIOUS CUMULATIVE ANALYSIS WITHIN THE CUMULATIVE SETTING

The GP EIR identified several cumulative impacts where expected development and establishment of the roadway network in the city, when combined with other planned, proposed, and approved development and roadway infrastructure projects in the area, would have a significant impact on the environment. The following impact areas were found in the GP EIR to have cumulative impacts that would be cumulatively considerable:

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Hydrology and Water Quality (water supply)
- Land Use and Planning
- Mineral Resources
- Noise (both traffic-related and stationary)
- Population and Housing
- Utilities and Service Systems (water treatment and wastewater infrastructure)
- Transportation/Traffic (traffic congestion)

4.0 CUMULATIVE IMPACTS

Areas in which cumulative impacts were found in the GP EIR to be less than cumulatively considerable were:

- Geology and Soils
- Hazards and Hazardous Materials
- Public Services
- Recreation

4.4 CUMULATIVE IMPACT ANALYSIS

The proposed project is a subsequent project within the scope of activities and land uses studied in the GP EIR. The proposed project is substantially consistent with the General Plan in use, design, and density. Cumulative impacts identified in the GP EIR as being cumulatively considerable are largely due to increases in dwelling units, residents, and employees. Because the proposed project would not contribute to increases in dwelling units, residents, or employees in the city, the proposed project's incremental contribution to the cumulatively considerable impacts listed in Subsection 4.3 would not be cumulatively considerable.

Consistency with City policies, action items, ordinances, and other requirements would reduce the proposed project's incremental contribution to the above cumulative impacts. Rancho Cordova Municipal Code section 23.743.150 (C)(1)(d) states no digital freeway sign shall be located within 2,500 feet of any other digital freeway sign within the city limits. The City is currently considering another proposal for a digital sign approximately 1,000 feet west of this proposed site. Even if both signs were to be approved, compliance with design standards contained in the Code would ensure that these projects would not combine to result in a negative aesthetic effect. In addition, the two projects would also result in the removal of three other billboards, two of which are located along US-50. The proposed project's incremental contribution to the above cumulative impacts would, therefore, not be cumulatively considerable. Furthermore, since the project's incremental contribution is not significant, no mitigation measures are required and no design elements or project characteristics need to be addressed.

Development of the installation site would not result in any project-specific contribution to cumulative impacts that were not identified in the program EIR. As the GP EIR found that cumulative impacts in the above areas were cumulatively considerable and because the proposed project is substantially consistent with land uses assumed for the project site in the program EIR, no further environmental analysis is required pursuant to Public Resources Code Section 21083.3.

The 2006 GP EIR did not consider climate change impacts, which are only relevant in the cumulative condition. An analysis of the proposed project's potential greenhouse gas (GHG) emissions/impacts is included in Section 3.0 of this Initial Study/Negative Declaration. No potentially significant project-specific or cumulative impacts to GHG emissions were identified, and no mitigation measures are required. No further environmental analysis with respect to GHG emissions is required pursuant to Public Resources Code Section 21083.3.

DETERMINATION

5.0 DETERMINATION

On the basis of this initial evaluation:

- I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that, although the proposed project could have a significant effect on the environment; however, there will not be a significant effect in this case because the mitigation measures described in Section 3.0 of this document have been added to the project. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- I find that the proposed project **MAY** have a significant effect(s) on the environment, but one or more of such significant effects: (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, all potentially significant effects: (a) have been analyzed and adequately addressed in an earlier EIR pursuant to applicable standards, or (b) have been avoided or mitigated pursuant to that earlier EIR, previous Mitigated Negative Declaration, or this Subsequent Mitigated Negative Declaration, including revisions or mitigation measures that are imposed upon the proposed project.

Signature:  _____

Date: August 11, 2014

Printed name: Jessica Jordan

For: City of Rancho Cordova

REPORT PREPARATION AND CONSULTATIONS

6.0 REPORT PREPARATION AND CONSULTATIONS

6.1 REPORT PREPARATION AND CONSULTATIONS

CITY OF RANCHO CORDOVA – LEAD AGENCY

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Kristin Faoro	Environmental Planner

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7.1 REFERENCES

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